

# Latitude

VOLUME 153, MARCH 1990

CIRCULATION: 48,000



PAID  
#1206  
U.S. POSTAGE  
BULK RATE  
CALLE FORTINA 94080  
SO. SAN FRANCISCO

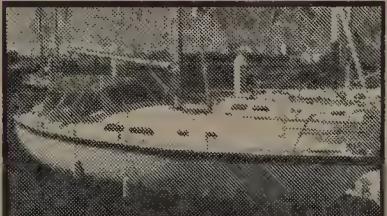
# WEST BUYS

## NEW OR USED

**CALL 1-800-262-5959 (415) 451-7000**



**VALIANT 40 \$99,000.** Gorgeous!!  
Cruise ready, Aries vane, refer, raft - loaded!



**O'DAY 37 \$45,000.** Gorgeous!! Cruise ready, Aries vane, refer, raft - loaded!



**CAL 33 Try \$25,000.** Huge aft cabin, full canvas enclosure, furling, loaded.



**LORD NELSON 37 Try \$109,500.** Beautiful interior, radar, cellular phone, diesel; 1,300 mile range.

**SAILBOATS**

|                              |            |
|------------------------------|------------|
| 22' CATALINA .....           | \$3,500    |
| 23' ERICSON, exc. cond. .... | 7,500      |
| 24' S-2 '87, LIKE NEW .....  | OFFERS     |
| 27' CS, '82 .....            | TRY 18,000 |
| 27' CAL 2-27 (2) .....       | INQUIRE    |
| 28' ERICSON+, '82 .....      | 31,000     |
| 29' J-29, reduced .....      | TRY 27,000 |
| 30' ERICSON, '69 .....       | 25,000     |
| 30' COLUMBIA, '63 .....      | OFFERS     |
| 30' CAPRI .....              | 19,900     |
| 30' CATALINA .....           | 32,000     |
| 31' MARINER .....            | 34,500     |

**SAILBOATS - CONTINUED**

|                             |         |
|-----------------------------|---------|
| 32' PEARSON, '78 .....      | 44,950  |
| 32' CHEOY LEE, '71 .....    | 55,500  |
| 32' ARIES, '84 .....        | 54,000  |
| 33' RANGER, '76 .....       | 29,500  |
| 33' SOVEREL .....           | 39,500  |
| 35' SANTANA, '79, 1/2 ..... | 22,500  |
| 36' CS, loaded .....        | 75,000  |
| 36' SABRE .....             | 105,000 |
| 36' PEARSON, '77 .....      | 49,500  |
| 36' STEEL Cutter .....      | 35,000  |
| 40' OLSON, '83 .....        | 129,500 |
| 40' MARINER, '70 .....      | 68,000  |

**SAILBOATS - CONTINUED**

|                               |           |
|-------------------------------|-----------|
| 40' BRISTOL, '69 .....        | 55,000    |
| 47' GDN VAGABOND, '73 .....   | 99,950    |
| 52' COLUMBIA, '72 .....       | 125,000   |
| 60' CLASSIC, '11 .....        | 95,000    |
| 72' STEEL, '85 .....          | \$195,000 |
| 72' UNION, '80 .....          | 78,900    |
| 37' O'DAY .....               | 45,000    |
| 37' TAYANA, '78 .....         | 72,000    |
| 37' TAYANA, '85, loaded ..... | 85,000    |
| 38' CMPR/NICHOLSON .....      | 37,000    |
| 38' HANS CHRISTIAN .....      | 85,000    |

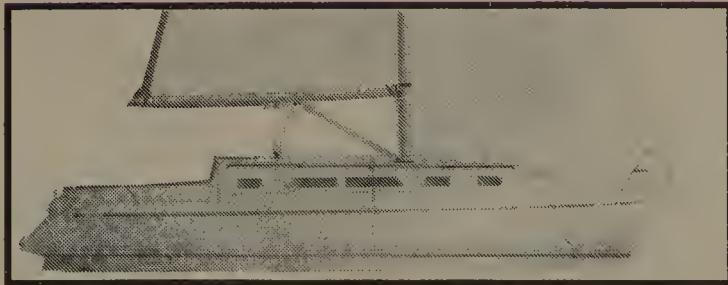
**LIVEABARDS - CONTINUED**

|                           |          |
|---------------------------|----------|
| 38' FARR, '83 .....       | 75,950   |
| 40' CHEOY LEE KETCH ..... | 89,000   |
| 40' VALIANT 40, '80 ..... | 99,995   |
| 45' PORPOISE, '70 .....   | 84,950   |
| 45' LANCER, '83 .....     | 112,000  |
| 45' COLUMBIA, '75 .....   | 95,000   |
| 41' NEWPORT, '73 .....    | 64,950   |
| 47' PERRY, loaded .....   | 135,000  |
| 50' CS, '88 .....         | 358,000  |
| POWER                     |          |
| 24' FIBREFORM .....       | \$11,800 |
| 25' CARVER, 1988 .....    | 43,000   |

**POWER - CONTINUED**

|                               |             |
|-------------------------------|-------------|
| 30' ROUGHWATER .....          | 31,500      |
| 33' CARVER, gen, loaded ..... | 28,000      |
| 34' SILVERTON .....           | 75,000      |
| 38' CALIF. T/TUR80S .....     | 99,500      |
| 37' EGG HARBOR, T/Dsl .....   | 40,000      |
| 38' DEFEVER .....             | 59,500      |
| 40' BLUEWATER .....           | 89,500      |
| 42' CALIFORNIAN '87 .....     | 210,000     |
| 43' CHRIS CRAFT .....         | TRY 105,000 |
| 45' CUSTOM TRAWLER .....      | 75,000      |
| 48' CAMARGUE T/CATS .....     | 335,000     |
| 62' WHEELER, certified .....  | 185,000     |

**SPECIAL INTRODUCTORY PRICE  
ON NEW CS 34 ... \$84,900**



**SEE THE COMPLETE CS LINE**

**AT OUR DOCKS -  
THE IMPECCABLE SABRE 38**



**SEE THE COMPLETE SABRE LINE**

**SALES & RENTALS WORLDWIDE**

**D'ANNA**  
YACHT CENTER

*Call Us - You'll Be Glad You Did!*

**(415) 451-7000 • 1-800-262-5959**

11 Embarcadero West #100, Oakland, CA 94607

# The Single Minded Sailer

The Singlehanded Sailing Society's "Three Bridge Fiasco," a challenging race rounding Crissy buoy by the Golden Gate Bridge, Red Rock by the Richmond Bridge and Treasure Island at the Bay Bridge (in any order!) drew 144 racers this year. "Mr. McGregor," sailed by Kim Desenberg and Mark Ondry, was first overall; "Chelonia," sailed by Ed Ruszel, was first in the singlehanded division; "Tamen," sailed by Ralf Morgan and his wife, Debbie Clark, was first in division two and third overall; "Current Asset," sailed by John Bowen and his son John, Jr., was first in division four. These winners proudly flew Pineapple Sails, as did "W.P.O.D." (second overall) and "Four Little Ducks" (third in division four).

"Chelonia's" sails are especially noteworthy, having seen several years of both Bay and ocean sailing, racing and cruising.

Sailing singlehanded, Ed has tested the quality of his Pineapple Sails and they have passed the test (as well as the competition).

And he's not alone . . .

\*CHELONIA



Photo: Cindy McCool

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2  
Sails in need of repair may be dropped off at: Svendsen's in Alameda  
West Marine Products in Oakland



## PINEAPPLE SAILS

(415) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

\*Powered by Pineapples

# NORTHERN CALIFORNIA'S VALUE LEADERS

BENETEAU • MASON • PASSPORT • PEARSON • TIARA • ISLAND PACKET



**PassageYachts**  
INC.

1220 Brickyard Cove Rd., Pt. Richmond, CA 94801  
(415) 236-2633 FAX (415) 234-0118

#### NEW BOATS ON DISPLAY

|             |            |                  |
|-------------|------------|------------------|
| Oceanis 430 | First 35S5 | Pearson 37       |
| Oceanis 390 | First 32S5 | Island Packet 38 |
| Oceanis 350 | Tiara 36   | Passport 41      |
| First 41S5  | Tiara 33   | Mason 44         |



#### Mason 44

The Mason 44 is easily the most traditionally beautiful yacht on the west coast. This pristine yacht is now at our docks and ready for immediate delivery.



#### Beneteau First 35S5

The quality and features of this stunning new design will amaze you. The sizzling performance will exhilarate you. The elegant furniture grade interior will pamper you. Come in and see why this is America's hottest selling yacht.

#### Standard Features

- Elliptical lead keel
- Elliptical rudder
- Rod rigging
- North Mylar Sails
- Roller furling
- Racing head foil
- Self tacking winches
- VHF radio
- Knot meter
- Anchor package
- Varnished interior
- Refrigeration
- Battery charger
- Propane stove/oven
- Shower/hot water
- All lines led aft
- Halogen lighting
- Depth sounder
- Full safety package
- 10 year warranty

**ONLY \$99,500 Sailaway Price**

FIRST 41S5 • FIRST 35S5 • FIRST 32S5

CALL 415-236-2633

FAX 415-234-0118



BENETEAU 42. Custom everything. Invested \$300,000. Asking \$119,000.



CAL 2-39. Excellent coastal cruiser. \$74,500.



PASSPORT 37. 1987. Lightly used. Professionally maintained. \$136,500.



1983 NORSEMAN. Customized yacht. At our harbor. \$215,000.



1984 BENETEAU 38. Twin aft cabins. \$95,000.



1983 SWIFT 40. Beautiful condition. Reduced to \$99,000.

## SAIL BROKERAGE

|                          |         |                             |            |
|--------------------------|---------|-----------------------------|------------|
| 62' Motorsailer ketch    | 195,000 | 35' Santana                 | 54,950     |
| 51' Beneteau             | 250,000 | 35' Niagara                 | 77,900     |
| 47' Passport             | 220,000 | 35' Beneteau                | 58,000     |
| 44' Mason Cutter         | 224,000 | 34' Wylie                   | (3) 39,900 |
| 44' Norseman ctr cckpt   | 215,000 | 34' Pearson                 | 68,000     |
| 44' Peterson, ctr cckpt  | 125,000 | 33' Pearson                 | 71,900     |
| 42' Pearson 424 ketch    | 105,000 | 33' Aphrodite               | 27,950     |
| 42' Farr, "Monique"      | 45,500  | 33' Dehler                  | 65,000     |
| 42' Passport Cutter      | 150,000 | 33' Ranger, Harken          | 34,500     |
| 41' C&C, race equipped   | 130,000 | 32' C&C Diesel, Wheel       | 40,000     |
| 41' Nelson-Marek         | 99,000  | 33' Maorgan, Dsl, Wheel     | 29,950     |
| 41' Newport              | 78,000  | 32' Beneteau                | 39,900     |
| 40' Beneteau 405         | 119,000 | 30' Tartan                  | 19,500     |
| 40' Olson                | 129,000 | 30' Pearson                 | (2) 20,800 |
| 40' Farr                 | 130,000 | 30' Island Bahama           | 29,900     |
| 40' Swift                | 99,000  | 30' Hunter                  | 32,500     |
| 40' Columbia             | 39,500  | 30' Newport                 | 28,000     |
| 40' Lingard              | 64,500  | 30' Catalina 1984 Dsl Wheel | 29,000     |
| 41' Hinckley             | 125,000 | 30' Cal 3-30                | 24,950     |
| 40' Beneteau 10R         | 115,000 | 29' Ericson                 | 23,500     |
| 39' Cal 2-39             | 64,500  | 28' Pearson                 | 31,500     |
| 38' Ericson              | 98,900  | 28' Islander 28, Diesel     | 29,750     |
| 38' Farallone Clipper    | 35,000  | 27' Cal 2-27                | 21,000     |
| 38' Peterson Brown Sugar | 75,000  |                             |            |
| 38' Hinckley             | 88,000  |                             |            |
| 38' Beneteau 1983        | 95,000  |                             |            |
| 38' Morgan               | 61,000  |                             |            |
| 37' Swan 371 Loaded      | 149,000 |                             |            |
| 37' Express              | 99,000  |                             |            |
| 37' Endeavour            | 64,500  |                             |            |
| 37' Ranger               | 39,000  |                             |            |
| 36' Custom, Kauri        | 89,000  |                             |            |
| 36' Cheoy Lee, Luders    | 49,000  |                             |            |
| 36' Islander             | 49,000  |                             |            |
| 36' Pearson 1985         | 97,500  |                             |            |

#### NEW LISTINGS

|                        |           |
|------------------------|-----------|
| 42' Beneteau           | \$119,000 |
| 40' Beneteau           | \$139,000 |
| 37' Beneteau           | \$77,000  |
| 37' Passport           | \$136,000 |
|                        |           |
| <b>POWER</b>           |           |
| 53' Knight & Carver MY | \$595,000 |
| 42' Grand Banks        | \$175,000 |
| 31' Tiara              | \$99,000  |

# CONTENTS

|   |     |
|---|-----|
| subscriptions                                 | 7   |
| calendar                                      | 13  |
| letters                                       | 27  |
| loose lips                                    | 71  |
| sightings                                     | 78  |
| backyard boatbuilder                          | 92  |
| corinthian spirit                             | 98  |
| max ebb ties one on<br>mexico cruisers '89/90 | 102 |
| product highlights                            | 106 |
| atlantic high?                                | 111 |
| racing crew list                              | 112 |
| manzanillo/mexorc                             | 118 |
| learn to sail                                 | 122 |
| world of chartering                           | 126 |
| the racing sheet                              | 138 |
| changes in latitudes                          | 146 |
| classy classifieds                            | 156 |
| brokerage                                     | 170 |
| advertiser's index                            | 181 |
|   | 181 |

COVER PHOTO: Latitude/John Riise  
Escape from Alcatraz

Graphic Design: Terri L. Wilder  
Copyright 1990 Latitude 38 Publishing Co., Inc.

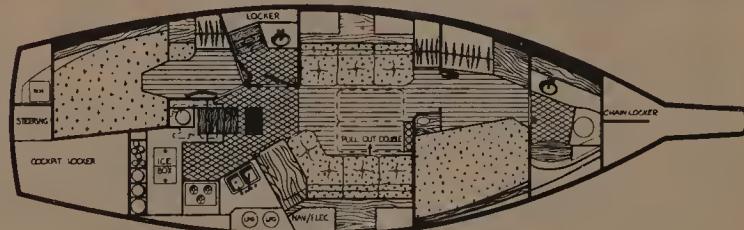


## ISLAND PACKET YACHTS

*Modern Yachts in the Finest Tradition*



The Island Packet 38. Now at our docks!



Eight key features a well designed cruising yacht should have. They're all standard on every Island Packet.

1. Performance with Seakeeping:  
Our exclusive Full Foil Keel™ provides spirited performance with superior control and safety.
2. Integral Hull and Keel: The strongest possible construction is provided by Island Packet's one piece, hand laminated hull and keel.
3. Failsafe Steering System:  
Island Packet's geared rack and pinion steering system provides positive feel and unfaltering reliability.
4. Protected Propeller and Rudder: Island Packet's design minimizes fouling or damage.
5. Versatile, Easily Handled Sailplan: Our cutter rig adapts to a wide range of conditions with minimum effort.
6. Protective Bulwarks for Safety on Deck: Island Packet's recessed deck design provides security underfoot.
7. Immediate Anchor Access: Our wide platform provides tangle free ground tackle storage – always ready for use.
8. Value: Rugged construction and high resale value protect your investment.



1220 Brickyard Cove Rd., Pt. Richmond, CA 94801  
(415) 236-2633 • FAX (415) 234-0118

ISLAND PACKET • 38 • 35 • 32 • 27



HIDDEN HARBOR MARINA

A LITTLE PEACE IN THE MIDDLE OF IT ALL.

110 SLIPS FOR SAILBOATS ONLY  
IN THE DELTA AT THE MOUTH OF  
STEAM BOAT SLOUGH.

GREAT SAILING TOO!

(916) 775-1313

2025 CLEMENT AVENUE  
ALAMEDA, CALIFORNIA  
94501

(415)  
**521-1829**

PACIFIC COAST CANVAS



SAILCOVERS  
BOAT COVERS  
ENCLOSURES  
DECK  
AWNINGS  
HATCH  
COVERS  
SUNSHADES



INTERIOR  
AND  
EXTERIOR  
CUSHIONS

CUSTOM  
WORK OF  
ANY TYPE AS  
WELL AS ALL  
SUPPLIES FOR  
THE HOME  
CANVAS  
MAKER

**PACIFIC COAST CANVAS IS COMMITTED  
TO DESIGNING AND BUILDING THE FINEST DODGERS  
AVAILABLE TO THE MARINE MARKET**

# SUBSCRIPTIONS

- Enclosed is \$45.00 for one year  
First Class Postage (Delivery Time 2 to 3 days)  
(Canada: First Class *only*)  
 First Class Renewal

- Enclosed is \$20.00 for one year  
Third Class Postage (Delivery Time 2 to 3 weeks)  
 Third Class Renewal

- Gift Subscription  
Gift Card to read from:

*We regret that we cannot accept foreign subscriptions.  
Please allow 6 to 8 weeks for delivery of first issue.*

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## DISTRIBUTION — Northern California

- We have a distribution point in Northern California which will distribute copies of *Latitude 38*. Enclosed is our name and street address. Copies will be sent via UPS at no cost to the distributor.
- Please send me further information for distribution outside Northern California.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Number \_\_\_\_\_

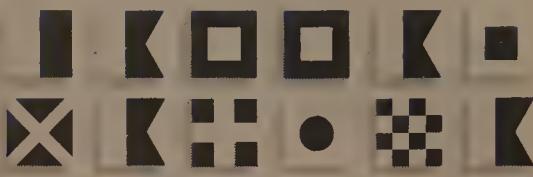
# Latitude 38

"we go where the wind blows"

Publisher & Executive Editor ..... Richard Spindler  
Co-Publisher ..... Kathleen McCarthy

Managing Editor ..... John Riise  
Associate Editor ..... Rob Moore  
Advertising ..... John Arndt  
Advertising ..... Mitch Perkins  
General Manager ..... Terri L. Wilder  
Production / Classy Classifieds ..... Colleen Levine  
Production ..... Suzanne Tumicki  
Bookkeeping ..... Kay Rudiger

P. O. Box 1678, Sausalito, CA 94966  
(415) 383-8200 FAX: (415) 383-5816



## BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

### Concrete Dock System

### Well Maintained Facilities

### Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED TO -9.5 MLLW
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI LAUNDROMAT • RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX METERED ELECTRICITY PHONE HOOK-UPS • WATER



Kappas Marina  
100 Gate Six Road  
Sausalito, CA 94965  
(415) 332-5510

## BC NAVIGATION CENTER

### TRADITIONAL NAVIGATION EXPERTS

#### BINOCULARS

- Steiner
  - Fujinon
  - Swift
- All Models In Stock  
Including New F Series
- Trade-In Binoculars

#### SEXTANTS

- Tamaya
- Weems/Plath
- Davis
- Freiberger
- Used Sextants

#### SHIPS CLOCKS

#### BAROMETERS

#### BOOKS

#### ALMANACS

#### TIDE LOGS

#### CHARTS

#### COAST PILOTS

#### LIGHT LISTS

#### COMPASSES

#### CALCULATORS

#### COMPUTERS



ASTRA IIIB

METAL SEXTANT

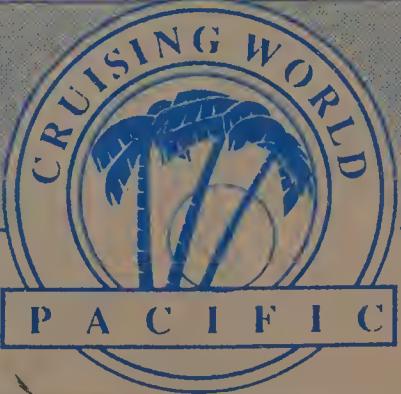
**\$425**

CELESTIAL &  
COASTAL  
NAVIGATION  
COURSES

**\$99**

475 Gate 5 Road  
Sausalito, CA 94965  
**(415) 331-6513**

1071 SHAFTER  
SAN DIEGO, CA 92106  
(619) 224-3277  
fax 619-224-9225



2099 GRAND STREET  
ALAMEDA, CA 94501  
(415) 521-1929  
FAX 415-522-6198



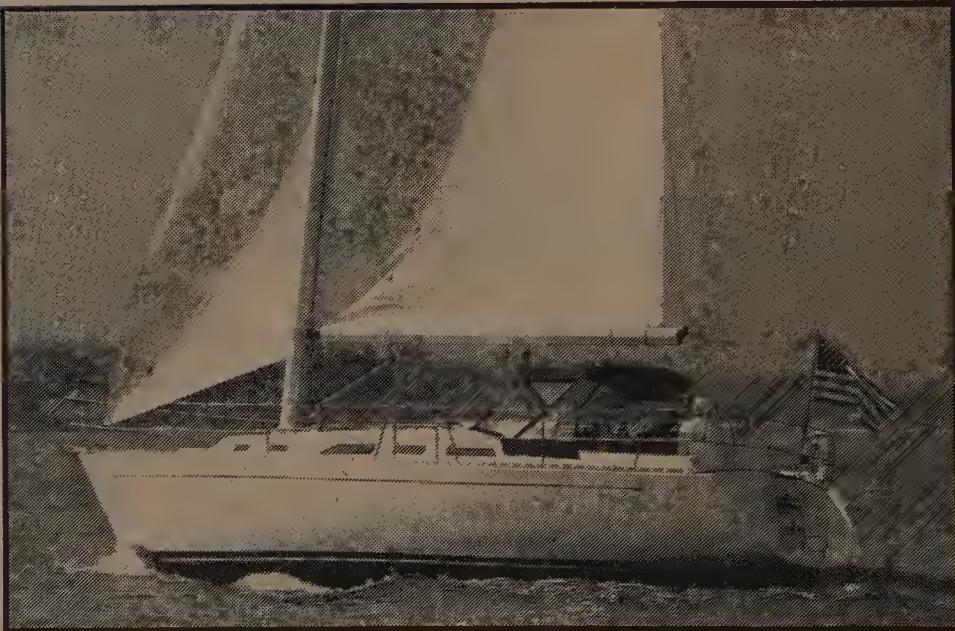
## Introducing The Staff

of the all new Cruising World Pacific. From left to right: Roger Wales, Sales; Darian Maimione, Secretary/Receptionist; Mike Clausen, Owner/Broker; Paul Chandler, Sales; and David Lee, Sales. We now feature the new and innovative service of YACHTMATCH™, the easy and effective way to match

buyers and sellers. Stop by or call today and let us demonstrate how simple it really is to find your perfect match.

## FREEDOM ★ 38

Escape to simplicity and relaxation aboard a new FREEDOM 38. It's easy to do with the savings you'll enjoy by purchasing hull #129. Sporting a custom cherrywood interior, full electronics package, sails and more, all you need to add is the wind and wine. Call now for complete package and special pricing.



**CRUISING WORLD PACIFIC: EXCLUSIVE  
FREEDOM YACHT DEALER**

1071 SHAFTER  
SAN DIEGO, CA 92106  
(619) 224-3277  
fax 619-224-9225



2099 GRAND STREET  
ALAMEDA, CA 94501  
(415) 521-1929  
FAX 415-522-6198



**HUNTER 40** SHOWS LIGHT USE. FURUNO RADAR, LORAN PLUS MORE.  
OWNER FOUND NEW LOVE ASHORE. \$85,000.



**BOATS ARE MOVING IN!** TRAFFIC IS INCREASING! WE ARE  
STILL ACCEPTING RESERVATIONS FOR BROKERAGE BASIN BUT SPACE IS LIMITED. ACT NOW  
SO YOUR YACHT IS IN PLACE AND READY FOR THE UPCOMING SPRING SELLING SEASON.



**FREEDOM 36** — WE HAVE TWO OF THESE WONDERFULLY EASY HANDLING,  
FUN LOVING YACHTS. BOTH ARE AT OUR DOCK. FROM \$104,500.



**PACIFIC SEACRAFT 31** — ROLLER FURUNG, (2) JIBS,  
CRUISING SPINNY, MUCH MORE. SAVE THOUSANDS OFF OF NEW BOAT PRICING.



**SWAN/NORBELLE 37** — BY NORBELL. MED. VET WITH VANE,  
LIFERAFT, DINGHY, SATNAV, ETC. LACKING ONLY FOOD, WATER AND NEW OWNER.



**ISLANDER 28** — IN PRISTINE CONDITION AND READY FOR FAMILY  
CRUISING OR ONE-DESIGN RACING. \$31,000.



**US 35 PILOTHOUSE** — WANT TO LIVEABOARD OR HAVE THE FEEL OF  
A 40' BOAT? THIS ONE IS OPEN, AIRY AND READY FOR SAILING. \$64,950.



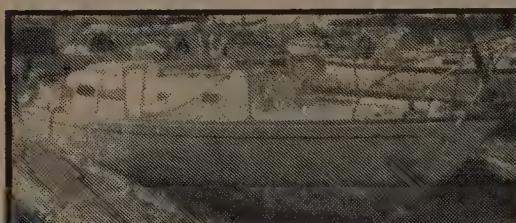
**WESTSAIL 28** — ON A BUDGET? WANT TO GO CRUISING? THIS IS THE  
BOAT! SHE HAS THE GEAR AND IS PRICED RIGHT. \$39,500.



**ERICSON 35** — EXCELLENT CONDITION, 9 SAILS, 13 WINCHES, LIVEBOARD  
AMENITIES. CALL FOR EXTENSIVE LIST. \$39,500.



**ENDEAVOR 43** — EQUIPPED FOR THE LIVEBOARD, RIGGED FOR THE  
OFFSHORE CRUISER. PRICE REDUCED — SHE'S READY TO SELL.



**PEARSON 35** — KEEL/C8 CRUISING VERSION. GREAT EQUIPMENT LIST AND  
PRICED AND TO SELL. \$33,500.

#### PARTIAL SAIL LISTINGS

|                                |                |                                    |               |                                 |                |                                      |                      |                                      |               |
|--------------------------------|----------------|------------------------------------|---------------|---------------------------------|----------------|--------------------------------------|----------------------|--------------------------------------|---------------|
| 20' FUCKA                      | 2 from 18,900  | 31' SOUTHERN CROSS, '78            | 46,500        | 36' CATALINA                    | 2 from \$9,000 | 38' MORGAN, '78, cruise equip ....   | \$9,000              | 43' COLUMBIA, "loaded" .....         | 69,000        |
| 27' NORSEA                     | 2 from 35,000  | 32' VALIANT, '76, "steal it"       | 39,500        | 36' HERRESHOFF ketch, '81       | ..... \$9,000  | 38' C&C                              | 3 from \$9,000       | 43' ENDEAVOUR                        | ..... 109,000 |
| 28' ISLANDER                   | NEW LISTING    | 32' TRAVELLER, cruise ready        | 49,500        | 36' MARINER ketch, "bristol"    | ..... 65,000   | 38' DOWNEAST                         | ..... \$9,950        | 43' MASON, "Hawai'i vet" .....       | 134,000       |
| 28' WESTSAIL 28 factory, shorp | .... 39,950    | 32' FREEDOM                        | 2 from 77,500 | 36' CHEOY LEE PEDRICK, '85      | .... 79,500    | 38' CHEOY LEE, '85                   | ..... 105,000        | 45' NELSON/MAREK, "race winner"      | 89,000        |
| 29' FREEDOM '87, rare          | 39,000         | 34' C&C ... several to choose from | 45,000        | 36' FREEDOM                     | 2 from 104,500 | 40' MARINER ketch                    | ..... \$9,950        | 46' CAL MKIII                        | ..... 85,000  |
| 29' ELITE                      | 39,500         | 34' FISHER P.H.                    | 69,000        | 36' C&C 34+, "Fantastic"        | ..... NEW      | 40' HUNTER                           | ..... NEW USTING     | 46' ISLAND TRADER                    | ..... 129,000 |
| 30' PEARSON                    | 24,500         | 34' SHOCK, '89                     | 85,000        | 37' RANGER, mint                | ..... \$3,000  | 40' C&C, race/cruise                 | 2 from 92,000        | 47' KAUFMAN/LADD, '85, 3 stms        | 109,000       |
| 30' 8ABA                       | 66,500         | 35' PEARSON                        | 33,500        | 37' O'DAY, '83, aft cabin       | ..... \$9,500  | 41' KINGS LEGEND, '81, "steal" ..... | 49,000               | 48' CUSTOM STEEL                     | ..... 225,000 |
| 30' BENFORD                    | 54,950         | 35' ERICSON                        | 2 from 39,500 | 37' C&C, '82, "steal it"        | ..... 69,000   | 41' YANKEE CLIPPER                   | ..... 2 from \$9,500 | 50' KETTENBURG, "cruise equip" ..... | 94,500        |
| 30' YANKEE                     | 18,750         | 35' C&C, '84                       | NEW USTING    | 37' SWAN/NORBELLE, cruise equip | .... 69,500    | 41' MORGAN OUTISLAND ..              | 2 from 68,000        | 50' FORCE 50 ketch                   | ..... 159,000 |
| 30' FREEDOM, '86, rare find    | 74,500         | 35' US PILOTHOUSE                  | 64,950        | 37' TAYANA, '78, loaded         | ..... 72,000   | 41' CT KETCH, complete refit         | ..... 79,000         | 51' P-2 custom perf/cruise           | ..... 99,000  |
| 30' BABA                       | 66,500         | 35' SHOCK, '85                     | 72,000        | 38' PRIMROSE yawl, "English"    | .... 39,000    | 41' HALBERG RASSY                    | ..... 110,000        | 54' C&C custom perf/cruise           | ..... 150,000 |
| 31' PACIFIC SEACRAFT, '88      | ... NEW USTING | 36' C&C, '79                       | 49,900        | 38' CATAUNA, '78, loaded        | ..... 49,900   | 42' WESTSAIL                         | ..... 109,900        | 54' S&S custom aluminum              | ..... 250,000 |

A  
B  
C



# YACHT SALES

(415) 332-SAIL • (415) 332-7245 FAX 415-332-4580



**MORGAN 46, '80** Brewer design performance cruiser just returned from Palmoiro and Hawaii. Every system ready to go again. \$125,000/best offer.



**IRWIN 52** Loaded - Interior spaciousness beyond belief. 3 staterooms, 2 heads, bath tub, dinette, sleeps 10. AC, SSB, radar, Loran, 7 kw generator, all sails new. Mexico vet. Reduced to \$149,000.



**HYLAS 44, '84** Just returned from Tahiti. High performance G. Frers design, hand rubbed varnished teak interior, gen, refrig, Loran, radar, AP, SatNav, SSB, Manitor vane. Elegance, performance, loaded. \$200,000.



**MAYA 41, 1988.** This new boat just completed a singlehanded South Pacific voyage. Rich wood interior, high performance exterior w/teak decks. Asking \$119,000.



**31' VINDO 40, '74** Swedish s/p w/diesel aux, full keel, B&G instr, teak decks & varnished mahog. cabin sides, 6 sails, dodger, sailing dinghy. Exc cond. Reduced to \$41,000.



**PEARSON 36, '85** Like new! Very spacious layout, aft cabin and she sails like a racing machine. \$97,000.

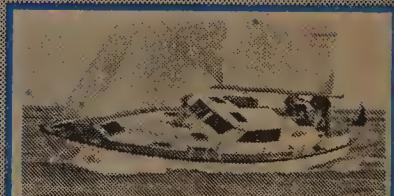


**CALIFORNIA 42, '80.** 16 knot top speed w/twin 200 hp turbo diesels, 7.5 kw Onan, windlass, freezer, microwave, radar. \$125,000.

| SAIL  |                              |
|-------|------------------------------|
| 65'   | SWAN, 1984 .....             |
| 55'   | SWEDÉ .....                  |
| 50'   | AUX CUTTER, 1913 .....       |
| 48'   | CSTM STL KETCH, 1981 .....   |
| 48'   | HANS CHRISTIAN, 1986 .....   |
| 48'   | HUGHES, 1971 .....           |
| 47'   | PASSPORT, 1985 .....         |
| 46'   | CAL 2-46 .....               |
| 45'   | EXPLORER, 1979 .....         |
| 45'   | HARDIN, 1982 .....           |
| 44'   | SWAN, 1979 .....             |
| 44'   | HARDIN, 1979 .....           |
| 44'   | PETERSON, 1977 .....         |
| 43'   | CHEOY LEE, 1983 .....        |
| 43'   | STEEL SCHOONER .....         |
| 43'   | HANS CHRISTIAN, 1977 .....   |
| 43'   | OFFSHORE, 1979 .....         |
| 43'   | WESTSAIL, 1975 .....         |
| 42'   | CHEOY LEE, 1971 .....        |
| 42'   | HOLLAND, 1959 .....          |
| 41'   | FORMOSA, 1972 .....          |
| 41'   | FREEPORT, 1976 .....         |
| 41'   | MAYA, 1988 .....             |
| 41'   | NEWPORT, 1973 .....          |
| 41'   | RHODES, 1966 .....           |
| 40'   | CHALLENGER, 1974 .....       |
| 40'   | CHEOY LEE, 1968 .....        |
| 40'   | FREEDOM, 1981 .....          |
| 40'   | LIDGARD, 1982 .....          |
| 39'   | CAL, 1979 .....              |
| 39'   | ERICSON, 1971 .....          |
| 39'   | FREYA, 1978 .....            |
| 39'   | LANDFALL, 1978 .....         |
| 38'   | C&C YACHTS, 1980 .....       |
| 38'   | CATALINA, 1983 .....         |
| 38'   | ERICSON, 1986 .....          |
| 38'   | FARR, 1978 .....             |
| 38'   | HANS CHRISTIAN, 2 FRM .....  |
| 38'   | KETTENBURG, 1957 .....       |
| 37'   | DARWIN, 1978 .....           |
| 37'   | HUNTER, 1983 .....           |
| 37'   | ISLANDER PH . . 2 FROM ..... |
| 36'   | ATKINS, 1985 .....           |
| 36'   | CS, 1981 .....               |
| 36'   | FORMOSA, 1980 .....          |
| 36'   | HUNTER, 1981 .....           |
| 36'   | ISLANDER . . . 4 FROM .....  |
| 36'   | J, 1981 .....                |
| 36'   | PEARSON, 1985 .....          |
| 36'   | UNION, 1980 .....            |
| POWER |                              |
| 57'   | KAISHING, 1987 .....         |
| 57'   | CHRIS, 1960 .....            |
| 54'   | BLUEWATER, 1981 .....        |
| 53'   | MATTHEWS, 1965 .....         |
| 50'   | STEPHENS, 1962 .....         |
| 47'   | MONK, 1962 .....             |
| 42'   | GRAND BANKS, 1981 .....      |
| 42'   | CALIFORNIA, 1980 .....       |
| 37'   | UNIFLIGHT, 1973 .....        |
| 40'   | CHB, 1988 .....              |
| 40'   | BLUEWATER-TAIWAN, 1977       |
| 36'   | SEA RAY, 1979 .....          |
| 36'   | MODERN, 1983 .....           |
| 36'   | GRAND BANKS, 1974 .....      |
| 34'   | FIBERFORM, 1977 .....        |
| 32'   | TROJAN, 1974 .....           |
| 32'   | BAYLINER, 1986 .....         |
| 30'   | TOLLY, 1975 .....            |
| 30'   | McCRARY, 1927 .....          |



**HANS CHRISTIAN 43.** 3.5 kwgen set, performance keel, spinnaker gear, big holding plat, refir, freezer, custom head with tile. \$125,000.



**40' CAMPER NICHOLSON 1979.** 60hp dsl. Pristine all around yachtsman's yacht -- new sails, inside steering, radar, AP, aft stateroom, aft cockpit. \$110,000.



**HUNTER 33.** Great liveaboard and performance cruiser. All amenities, sleeps 8. We have 2 fram \$32,000.



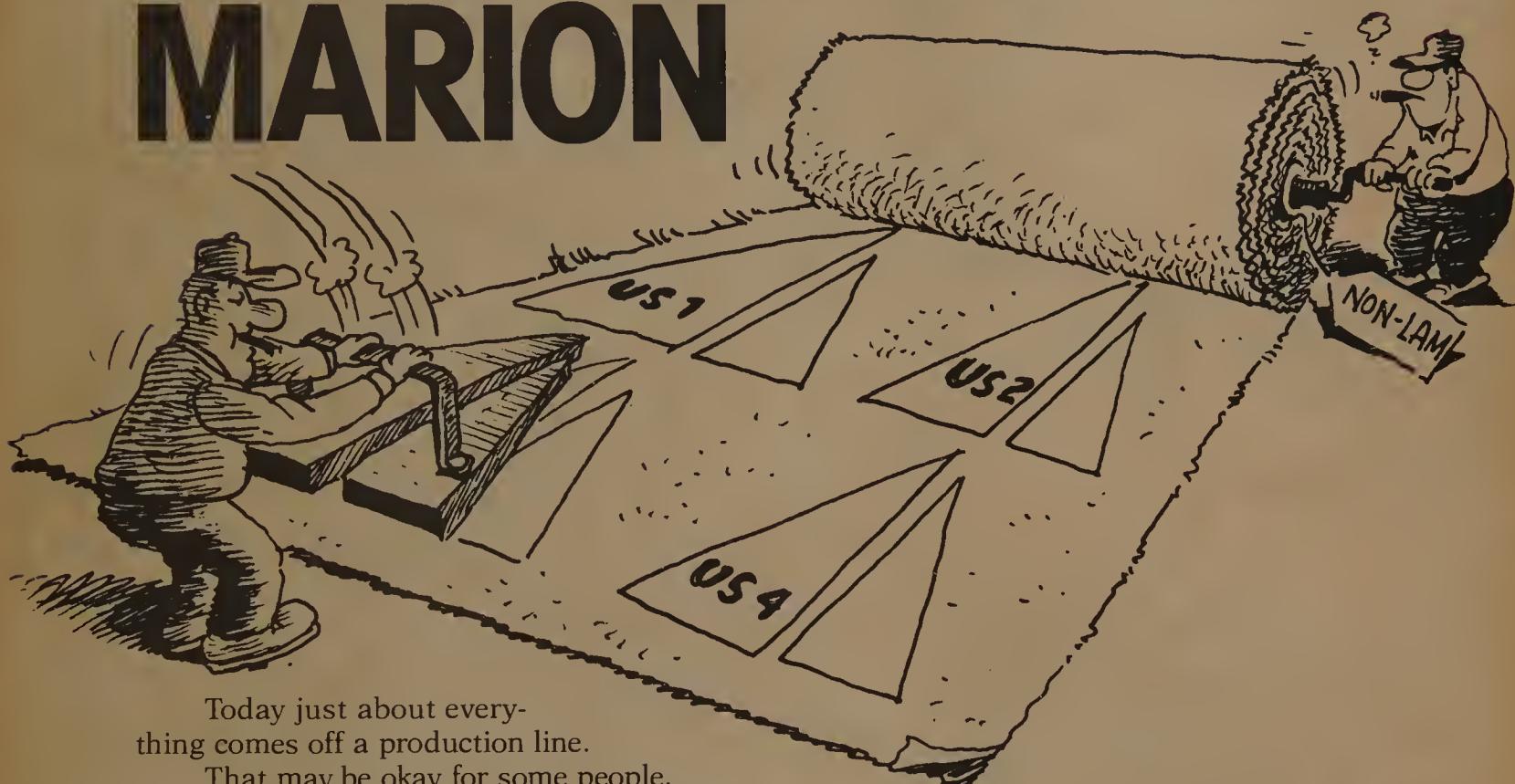
**CHEOY LEE O/S 40, '67.** Painstakingly restored to bristol condition (we mean it too!) 75hp dsl, A/P, Loran, new sails. 6'4" headroom. \$69,000.

**(415) 332-7245  
SAUSALITO**

**I GATE 5 RD.**

**CA, 94965**

# YOU'RE NOT JUST ANOTHER SAIL AT MARION



Today just about everything comes off a production line.

That may be okay for some people, but at Marion we take a different approach to the design and construction of sails.

We believe that a sail should be designed and engineered to maximize your boat's performance potential for the area and wind conditions in which you sail.

With over 15 years experience in designing sails for everything from 12 Meters to 505's, we know how to design in speed. Right from the start.

From our participation in the America's Cup, the Admiral's Cup, the Big Boat Series, and hundreds of Friday night races, we know that one type of sail design doesn't fit all.

At Marion, we're interested in where you intend to sail, your performance expectations, and individual sailing style. To begin, we meet with you to review your boat's

inventory and evaluate your requirements.

This information, combined with our extensive knowledge and experience, enables us to utilize computer-aided design and analysis to create a superior sail for your boat.

Your new sail is a synthesis of leading edge technology and Marion expertise.

If our personalized approach to sail design is what you've been looking for, just call Howie Marion or Chris Corlett.

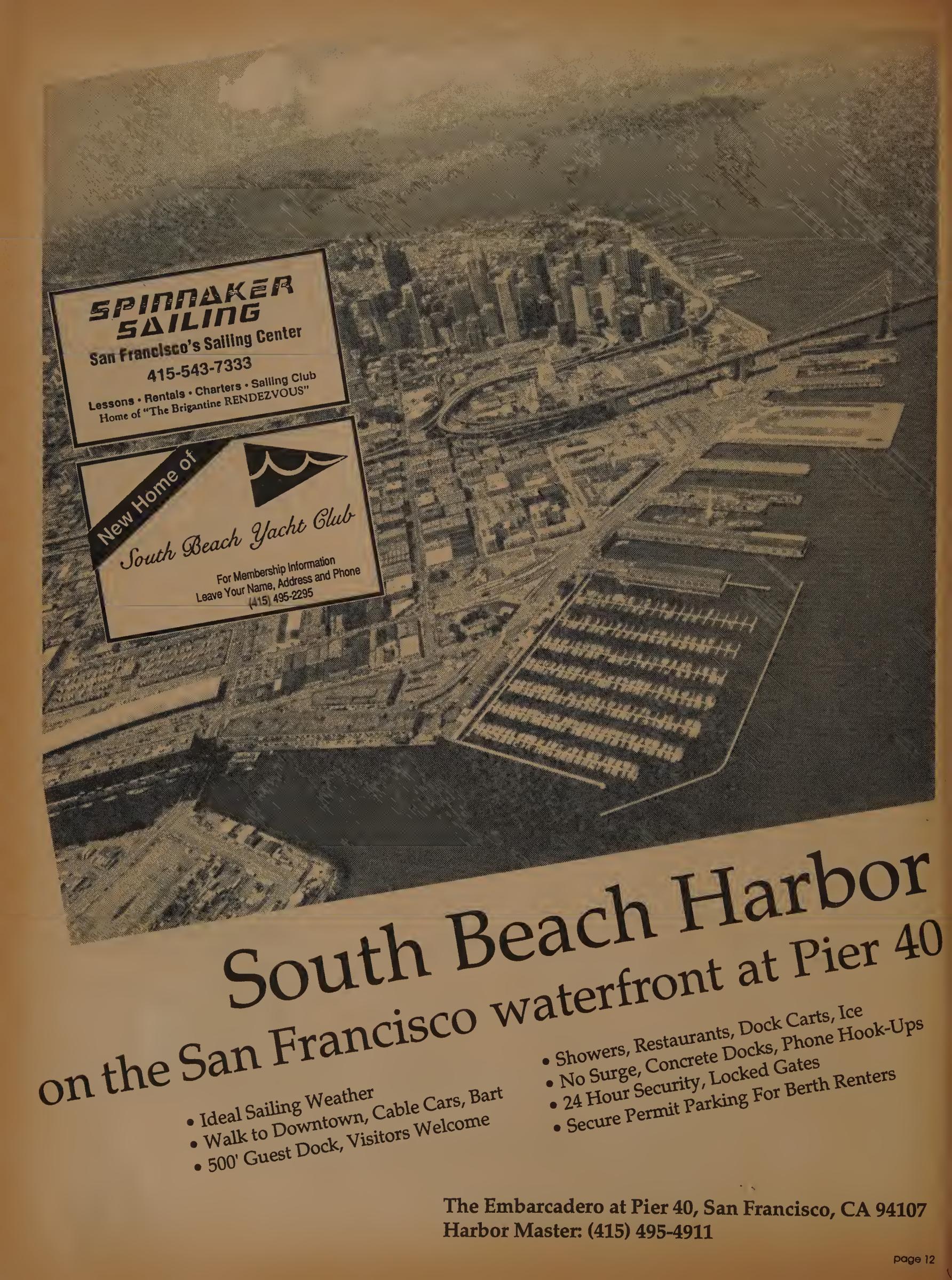


## (415) 523-9411

**SAILS BY MARION:** Sails, Recuts, Repairs

Loft: Alameda Marina, 2035 Clement Avenue, Alameda CA 94501

Mail: P.O. Box 4014-281, Alameda, CA 94501

An aerial black and white photograph of the San Francisco skyline, showing the city's dense urban grid and the surrounding hills.

## SPINNAKER SAILING

San Francisco's Sailing Center

415-543-7333

Lessons • Rentals • Charters • Sailing Club  
Home of "The Brigantine RENDEZVOUS"

New Home of

South Beach Yacht Club



For Membership Information  
Leave Your Name, Address and Phone  
(415) 495-2295

# South Beach Harbor on the San Francisco waterfront at Pier 40

- Ideal Sailing Weather
- Walk to Downtown, Cable Cars, Bart
- 500' Guest Dock, Visitors Welcome

- Showers, Restaurants, Dock Carts, Ice
- No Surge, Concrete Docks, Phone Hook-Ups
- 24 Hour Security, Locked Gates
- Secure Permit Parking For Berth Renters

The Embarcadero at Pier 40, San Francisco, CA 94107  
Harbor Master: (415) 495-4911

# CALENDAR

## Nonrace

**March 1** — Pacific Cup Seminar: Crew Selection, Preparedness, Provisioning, Storage, Medical. Berkeley YC, 1900-2130 hours. Call your local West Marine Products store for details.

**March 1-4** — San Jose Boat Show, (408) 985-7831.

**March 2** — Moore 24 National Fleet Meeting and Potluck Dinner. First of an "enticing array of summer events guaranteed to jolt you back into the reality of Moore fun." Fleet Captain Sydnie Moore, (408) 429-8304.

**March 2** — "There and Back Again" by Don and Jo Ann Sandstrom, authors of the book of the same name. A slide-illustrated narration of the Sandstrom's two circumnavigations in their 40-ft Cross trimaran *Anduril* ("a flame out of the west"). Stockdale Marine Theatre, 4730 Myrtle Ave., Sacramento. Free; 7:30 p.m.; Stockdale Marine, (916) 332-0775.

**March 3** — Race Management Seminar. Berkeley YC, 9 a.m. Sponsored by YRA, 771-9500.

**March 6** — "12 Volt Seminar: Offshore System Preparedness", a two hour program by Ron Romaine. Topics covered include system maintenance, types of energy systems and energy management. Offered between 7-9 p.m. at the following West Marine Products stores: Santa Cruz (3/6), Palo Alto (3/7), Oakland (3/13), Stockton (3/14), South San Francisco (3/20) and Sausalito (3/21). \$3 in advance; \$4 at the door. Call your local WMP for details.

**March 7-11** — Sacramento Valley Marine Association Boat Show. Cal Expo Fairgrounds. For details, call (916) 482-8190.

**March 8** — Reception to rename Crissy Field Buoy in memory of Tom Blackaller. St. Francis YC; 7-9 p.m.; cocktails and hors d'oeuvres. A minimum \$50 per person contribution is requested (checks should be made out to the "St. Francis YC Foundation, Tom Blackaller Fund"); proceeds will help establish a fund to support young sailors in national and international efforts (see *Sightings*). RSVP to Christine Blackaller (331-1324) by March 3.

**March 13** — "Ashore on the Farallones", a movie about the wildlife, birds, and history of the Rockpile. At Lee Sails in Alameda; 7 p.m.; free. Donald Goring, 523-9011.

**March 13** — "The BCDC and Yachting on San Francisco Bay", a presentation by Steve McAdam, Assistant Executive Director of the SF Bay Conservation and Development Commission. Buffet dinner at 7 p.m. (\$10); speech at 7:45 p.m. At the Golden Gate YC; sponsored by the SF Recreational Harbor Tenants Assn., 752-0531.

**March 14** — Singlehanded Sailing Society TransPac Seminar: Emergencies, Back-Up Systems, Jury Rigs, Search and Rescue Operations, Hull Repairs. Part of an ongoing series leading up to the SSS Singlehanded TransPac on June 30. Metropolitan YC, 7-10 p.m. Call MYCO, 536-7450, or Shama Kota, 332-5073.

**March 17** — Marine Flea Market. A monthly (every third Saturday) chance to buy or sell "experienced" sailing paraphernalia at the parking lot of Laney College in Oakland. Martha O'Hayer, 769-7266.

**March 18, 1858** — German inventor Rudolf Diesel born.

**March 22** — Pacific Cup Movie Night at Sausalito YC. Cocktails at 6 p.m.; dinner at 7 p.m.; movie and sales pitch afterwards. For sailors interested in this summer's "Fun Race to Hawaii". \$7.50 at the door. Reservations, 331-7400. Information, 331-7229.

**March 24** — Santa Cruz to Santa Barbara Race Safety Seminar, featuring Chuck Hawley of West Marine Products. Part of the festivities leading up to the Memorial Day Weekend sprint down the coast. All SC-SB racers encouraged to attend. Santa Cruz YC; 7:30 p.m.; SCYC, (408) 425-0690.

**March 24-25** — Cal 29 Association Cruise-In at Island YC. Asphalt cruisers allowed, too. Don Jones, 820-8171; Fred Minning, 938-5649.

**March 31** — Coronado Fleet 7 invites all past and present Coronado 25 owners to a "special gala" at the Sausalito Cruising Club. Reservations a must as there is no charge. RSVP to Elaine Kozak, 332-

STOCKED, SERVICED & SOLD BY

# Sutter Sails

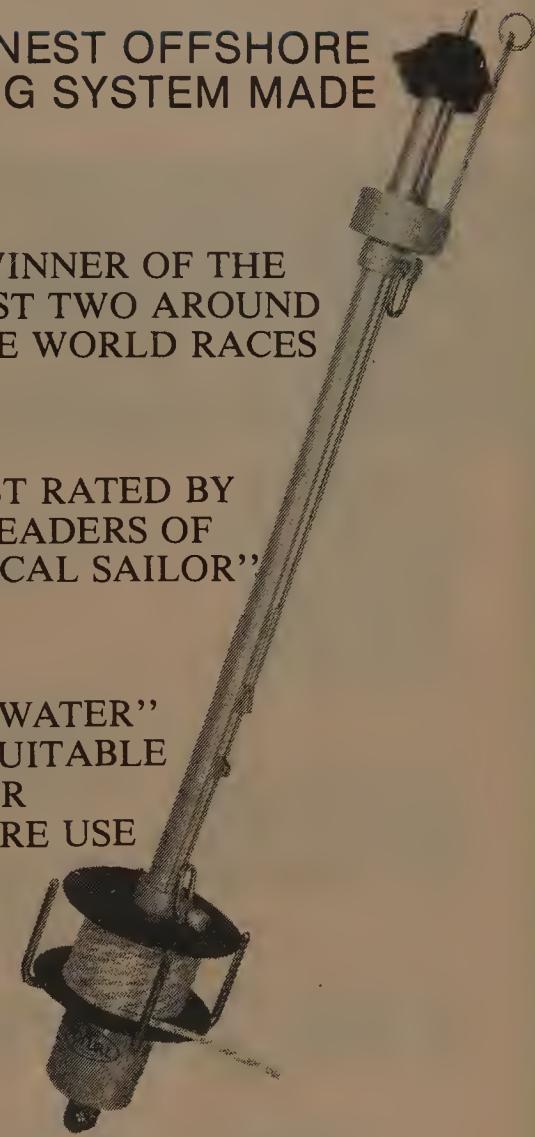
# PROFURL

THE FINEST OFFSHORE  
FURLING SYSTEM MADE

WINNER OF THE  
LAST TWO AROUND  
THE WORLD RACES

HIGHEST RATED BY  
THE READERS OF  
"PRACTICAL SAILOR"

A "BLUE WATER"  
SYSTEM SUITABLE  
FOR  
OFFSHORE USE



# Sutter Sails

FOR ALL YOUR  
ROLLER FURLING NEEDS

- ★ Largest Selection of Used Sails in Northern California
- ★ Racing and Cruising Sails
- ★ Repairs and Recuts
- ★ 35 Years Experience

**(415) 332-2510**

HARBOR DRIVE, SAUSALITO, CA 94965

VISIT US AT THE  
INTERNATIONAL  
  
SPORTSMEN'S  
EXPOSITIONS™

San Mateo International Sportsmen's Exposition  
March 7-11, 1990  
San Mateo County Fairgrounds & Exposition Center

# PENINSULA MARINE SERVICES



CERTIFIED



Factory Authorized  
Dealers For:



aquadrive

cva unit  
scatra constant velocity alignment unit



- We Carry an Extensive and Comprehensive Parts Inventory for All the Lines We Handle.
- We Specialize in Diesel, Gas and Marine Propulsion System Repairs.
- All of Our Service Personnel are Factory Trained and Are Experts in Their Field.
- *If All Else Fails, Call Peninsula Marine Services At:*

(415) 366-2636

FAX 415-366-1938

639 Bair Island Road, Suite 8 • Redwood City, California 94063  
ON THE ROAD TO PETE'S HARBOR

1-800-334-3144

# CALENDAR

3380, or Gary Plotner, 848-1375, before March 24.

**March 31, 1917** — The U.S. purchased St. Croix, St. John and St. Thomas (collectively known as the U.S. Virgin Islands) from Denmark for \$25 million, or about \$295 an acre. Seemed like a good deal at the time...

**April 1-7** — 7th Baja-Haha, aka Sea of Cortez Sail Week, formerly Sea of Cortez Race Week. Call it what you want — we call it a great time! See *Sightings*.

**April 5** — Pacific Cup Seminar: Navigation, Tactics, Electronics. Berkeley YC, 1900-2130. Call any West Marine Products for details.

**April 6** — "Exploring the Delta". A slide show presentation by Bryant Bowington surveying the Delta's 1,000 miles of rivers and sloughs. Stockdale Marine Theater, 7:30 p.m.; free. (916) 332-0775.

**April 6-8** — 4th Annual Springfest Boat Show at Village West Marina in Stockton. See the latest in luxury powerboats, ski boats, fishing boats and houseboats. Exhibits, dixieland jazz band, food. Free; (209) 951-1551.

**April 7** — Opening Day on Carquinez Strait. Decorated boat parade and blessing of the fleet at 11 a.m. near Buoy 25. Art show, music, food and drink at Benicia Marina beginning at 10 a.m. Bill Pugh, Benicia YC, (707) 745-8627.

**April 7-8** — Ericson 27 Wine Tasting Cruise to Grand Harbor (on the Estuary). Ervin Dean, 494-0347.

**April 11** — SSS Transpac Seminar: Medicine and Food. Same deal as March 14.

**April 12** — Latitude 38 Racing/Cruising Crew List Party. Corinthian YC; 6-9 p.m.; see Crew List article in this issue for details. We'll all be there — come join us! *Latitude*, 383-8200.

**April 14-15** — J/35 Racing Clinic sponsored by J World, North Sails and J Boats West. Spend Easter Weekend with Rolex Yachtsman of the Year Larry Klein, who will be the head instructor for this intensive program. J Boats West, 522-0545.

**April 21** — Santa Cruz-Santa Barbara Race Seminar: Navigation and Boat Preparation. SCYC; 7:30 p.m.; (408) 425-0690.

**April 21** — Ocean Cruising Club West Coast Dinner. San Francisco YC; 6:30 p.m. RSVP, Clive King, 332-8110.

**April 29** — PICYA Opening Day on the Bay. Leave the water balloons behind. YRA, 771-9500.

## Racing

**March 1-13** — Audi SORC in Florida, once the premiere ocean racing event in America. Last year's format overhaul (seven races telescoped into 13 days; no race to Nassau) attracted 54 boats (up from a low of 44 in 1988). "The Circuit is rebuilding," says long-time SORC historian Wells Coggeshall, (813) 392-2440.

**March 3-4** — Saint Francis YC Spring Keel Regatta. Four Cityfront races for Solings, J/24s, J/29s, Express 27s and Etchells. StFYC, 563-6363.

**March 4** — JY 15 Regatta in conjunction with the Lake Merritt Midwinters. The fleet is up to half a dozen boats and growing. Don Trask, 522-0545.

**March 7-11** — Miami (Florida) World Cup, where money is no object. Third of seven races on the red hot 1990 International 50-Footer circuit. Roger Kennedy, (502) 895-5054.

**March 10-11** — St. Francis YC Spring One Design Invitational. Three Cityfront races for Express 37s, J/35s, Santana 35s, Islander 36s, Olson 30s, Tartan 10s and Etchells. StFYC, 563-6363.

**March 11** — First South Bay YRA race, kicking off a best 6 of 8 PHRF series. This one's at Coyote Point YC, preceded by a beer bash on Saturday night. Other dates in the SBYRA series: 4/8, 5/12, 6/3, 7/28, 8/26, 9/8, 9/29. Ed Rank, 462-6315, or Ruth Lee, 342-1571.

**March 14-17** — Congressional Cup. Ten of the best sailors in the world will compete in this prestigious match racing series off Long Beach. Catalina 37s designed and built specifically for the

## ✓ MARK YOUR CALENDAR ✓

3RD ANNUAL INDOOR/OUTDOOR

# MONTEREY BAY BOAT AND RECREATION SHOW

To benefit the Boys and Girls Club of the Monterey Peninsula.

APRIL 19-22, 1990

MONTEREY FAIRGROUNDS AND EXPOSITION PARK



A unique opportunity to see a wide array of boats and R.V.'s, equipment and accessories as well as the latest from the fast growing outdoor recreation market. Also the newest in ocean kayaks, surf ski's, hang gliders, touring bicycles, personal water-craft, camping, fishing, and hiking equipment will be shown. For personal conditioning, exciting new exercise equipment will be demonstrated.



Learn about the environmental responsibility we all have to respect and conserve our favorite outdoor recreation areas for ourselves and our children. Experts on the environment, the wilderness, the ocean, and our endangered species will be on hand to answer questions.



Special Show Prices



Free Admission



Daily Prize Drawing

# MONTEREY BAY BOAT AND RECREATION SHOW

2600 Garden Road, Suite 208

Monterey, California 93940

FAX: (408) 649-4124.

For more information call Lou Rudolph  
or Bonnie Adams at (408) 649-6544

"The Growing Recreation Show for Central Californians."



# MARINER BOAT YARD



- ★ Early/late appointments to accomodate all work and commute schedules
- ★ Boats cared for as if they were our own
- ★ Exterior washed before boat returned to you

YOU NAME IT - WE DO IT!!

"WHERE SERVICE HAS MEANING"

**EXPERIENCED MAINTENANCE  
AND REPAIR  
POWER AND SAIL**

★ FULL SERVICE YARD ★

- Gel Coat/Fiberglass Repair
- Blister Repair
- Hull Painting
- Bottom Painting
- Engine Repair
- Shipping
- Rigging
- Mast Stepping
- Custom Entertainment Centers
- Electronic Installations
- Friendly, Reliable Crew
- Competitive Rates
- GUARANTEED

**CALL PETE NOW TO EXPERIENCE  
OUR SPECIAL SERVICE  
(415) 521-6100**

**2415 Mariner Square Drive, Alameda, CA 94501**

(Near the Rusty Pelican Restaurant)

# COME AND SEE THE F-27

**THE DECADE OF THE 1990s  
WILL BE THE DECADE  
OF THE F-27 . . .**

Come and see why the F-27 is the hottest selling sailboat in America. To date, 120 boats have been delivered to delighted owners, and ten of them are right here in the Bay Area. The F-27 is the sailboat of the future because

**THE F-27 IS FAST, STRONG,  
STABLE AND SAFE.**

**FAST**

With sailing speeds of 25+ knots, the F-27 can sail circles around conventional boats of the same size. The F-27 can sail upwind at a faster speed than comparable-size monohulls. And she can sail off wind with the speed of a 70-footer! (Cruising, she goes about 5.5 on the highway!) The fastest growing one-design fleet on the Bay, the F-27 offers super high performance and an exciting new class unlike any other.

**STRONG**

Strongly engineered, the F-27 is made of state-of-the-art materials. Both the Atlantic and the Pacific Oceans have been crossed by owner-sailed F-27s. Yet at 2600 pounds, the F-27 can be towed by an average-size vehicle. Drawing only 14 inches of water, the F-27 can go where no other sailboat would dare! And the F-27 can be pulled right up on the beach . . .

**STABLE**

Because the F-27 sails nearly level and has a roomy cruising interior, she makes a great family sailboat. And because the F-27 is trailerable, you can cruise wherever you want. Setup time is about 20 minutes.

**SAFE**

The F-27 is made of space-age, light but strong materials. F-27's were designed to be strong enough to cross open oceans.



**NORSEMAN 400** Fully equipped, great racing and cruising history. An exceptional offering at \$179,000.



**TASWELL 43** '89. Essentially new & extensively equipped. Change in plans requires sale. Owner will consider lease option to purchase. \$222,000.



**MAPLELEAF 48** Huge boat, new roller furling, autopilot, Combi system, aft cabin, twin cockpits, hard wind shield. \$119,000.



**SWAN 441** '79. Extensive gear & equipment list, classic Swan quality & beauty. In beautiful shape and ready to go. \$185,000



**MAGELLAN 35** Traditional Angeleno ketch, Volvo ds, warm comfortable, teak interior, perfect liveaboard. \$95,000.



**FREEPORT 41** Two beautifully maintained boats from \$89,000.

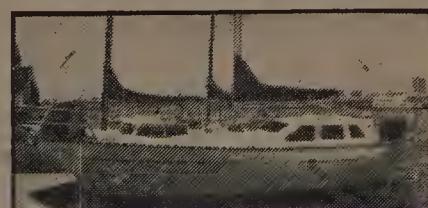


**Helms**

Cruising  
Center

(415) 865-2511

2415 Mariner Square Dr., Alameda, CA 94501



**COOPER 416** Canadian bld. Big, rigged, well built. P/H design features inside steering, fore & aft dbl staterms, tub/shower \$89,000



**PEARSON 40** 1981. Meticulously maintained, well equipped, dodger, cruising spinnaker, furler. \$77,000.

MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER ▲ MARINER'S SQUARE YACHTING CENTER



HUGH  
JONES  
YACHT SALES

NEW!  
See Video Tapes  
of Sail Listings.

2415 MARINER SQUARE DRIVE  
ALAMEDA, CA 94501

CALL (415) 523-5661



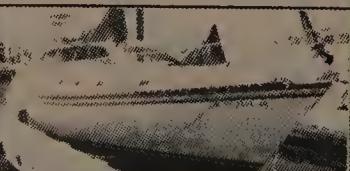
42' TAYANA 1985 Center cockpit cutter. Offshore cruiser w/ 29, 147 lb. disp. and 1009 sq. ft. of sail! Fwd. & aft staterooms. Furling jib & staysail. Beautiful interior - like new! Low hours. \$135,000



37' TAYANA 1983 Cutter Mark II. Seven sails, windvane & AP, solar panels, dodger, radar, Loran, SatNav, Nielson windlass, refrig/freezer, + more! Cruiser deluxe! Call on this one! \$95,000.



39' FREEDOM 1983 Express-Schooner rig with carbon fiber free-standing masts, fin keel w/skegged rudder; fast & easy to sail! Spacious interior, 44hp dsl aux. Reduced. \$99,500.



37' HUNTER 1983 Cutter. Aft cabin, dsl aux, dodger refrig, electronics, shows as new! Asking \$53,500.



38' CATALINA 1983 SLOOP. S&S design, 3 sails plus spinnaker. Diesel, aux. electronics clean! Try \$45,000.



27' NORTH SEA 1977. Cutter Aft Cabin. Dsl aux, 8 sails, ash & teak interior! This is a cruising boat & so equipped!! Try \$29,500.



41' LYTTON Cutter 1980, (sloop rigged). Perry design, four sails including new spinnaker. Offshore design, good equipment. Well maintained! Attractive! Asking \$99,500.

BUY FROM HUGH - GET EXTRAS AT DEALER COST

- |   |               |
|---|---------------|
| 27' Ericson, '74, i/b aux, 3 sails, Help!                         | Try \$12,500  |
| 28' Columbia, new rigging & sails (4) in '85, i/b aux.            | Try \$10,950  |
| 32' Freedom '87 three sails, diesel, aux. cruise ready! clean.    | \$77,500      |
| 35' Ericson Sloop, '79, dsl aux, wheel steer. Nice!               | \$35,950      |
| 37' Custom Steel Yawl. World cruiser! Cozy.                       | Only \$62,500 |
| 38' C&C Landfall, '79, four sails, rod rigging. Sharp!            | Try \$67,500  |
| 45' Explorer Cutter, '79, new dies. aux., offshore cruiser. Nice! | \$105,000     |

MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER ▲ MARINER'S SQUARE YACHTING CENTER

# THE NATION'S LEADING BOAT FINANCING SOURCE

YEGEN  
MARINE  
YACHT FINANCING FOR AMERICA

A DIVISION OF YEGEN ASSOCIATES, INC.  
BRINGING BORROWERS AND LENDERS TOGETHER  
SINCE 1935

ASK FOR JOAN BURLEIGH  
**(415) 523-7301**

(415) 523-7389 FAX  
(800) 972-6517

(IN CALIFORNIA ONLY)  
2402 MARINER SQUARE, SUITE 2A  
ALAMEDA, CA 94501

MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER ▲ MARINER'S SQUARE YACHTING CENTER

# Catalina/Morgan

SAN FRANCISCO BAY'S DEALER

**CATALINA**  
22 • 25 • 27 • 28 • 30  
34 • 36 • 38 • 42

**MORGAN**  
41 • 45

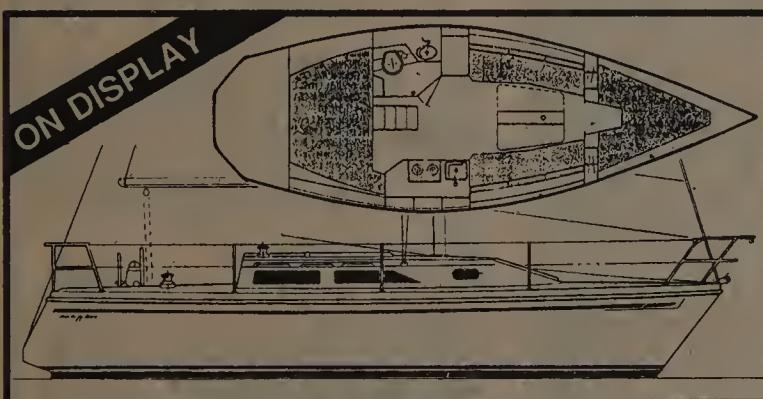
**NONSUCH**  
26 • 30 • 33 • 36

**CATALINA YACHTS . . .** Continuing a 20 year success story.

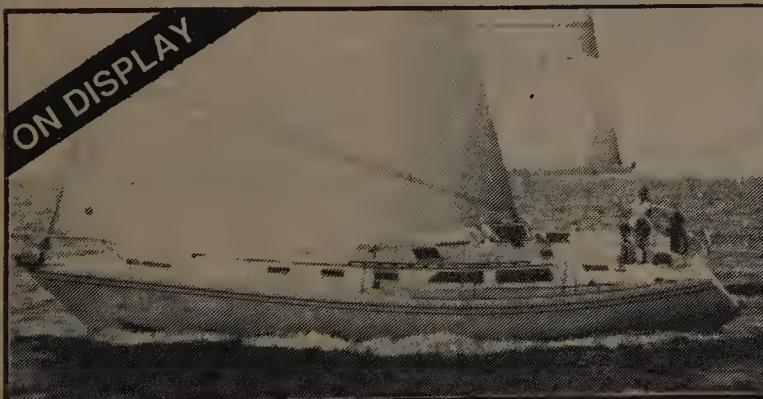
Catalina Yachts was founded 20 years ago with the introduction of the Catalina 22 and 27. As these grew in popularity, new models were added to include the Catalina 22, 25, 27, 30, 34, 36 and the Capri line of the Cyclone 13, Capri, 14.2 and Coronado 15.

Today, January 1990, while many sailboat manufacturers have turned to the production of powerboats and quick-fix remodeling of some of their older designs to try to stay competitive, Catalina Yachts moves further ahead, continuing to lead the way with the introduction of three new sailboat models, the Catalina 42 (introduced in 1989) and the new Catalina 28 and Capri 26.

. . . Twenty years later, Catalina Yachts is still the leader in production sailboat manufacturing, supplying the greatest number of models from our 8-ft US Sabot to the Catalina 42, the Queen of the Catalina Fleet . . . a boat for every sailor, indeed!

**CATALINA 28**

All new spacious 28 footer with 2 private double berths. Large head and galley, pedestal steering, walk-in transom, inboard diesel and more. a beautiful new boat with the comfort and room of most 30 footers. Sailaway \$37,500.

**CATALINA 42**

Large 13'10" beam, two aft staterooms with head. Very large forward owner's stateroom with private head and separate shower. Walk-in transom to a large well laid about cockpit. A great sailboat at \$110,000, sailaway.

## EAGLE YACHT SALES

|                               |              |
|-------------------------------|--------------|
| SAIL . . . . .                | SAN MATEO    |
| 22' CATALINA . . . (2)        | FROM \$5,900 |
| 22' SANTANA . . . . .         | 4,500        |
| 22' O'DAY, 1984 . . . . .     | 8,500        |
| 23' RANGER, 1973 . . . . .    | 6,000        |
| 25' MERIT, 1979 . . . . .     | 10,500       |
| 25' CATALINA, 1981 . . . . .  | 10,900       |
| 25' O'DAY, 1976 . . . . .     | 10,900       |
| 27' CATALINA . . . (3)        | FROM 14,500  |
| 28' CAL, 1967 . . . . .       | 11,500       |
| 29' PEARSON . . . . .         | 24,000       |
| 29' ERICSON, 1970 . . . . .   | 18,500       |
| 30' COLUMBIA (9.5) . . . . .  | 24,000       |
| 30' CATALINA . . . (3)        | FROM 26,500  |
| 30' RAWSON 30, 1971 . . . . . | 25,000       |
| 30' RAWSON (P.H.) . . . . .   | 33,000       |
| 30' CATALINA . . . (4)        | FROM 25,500  |
| 30' FISHER (P.H.) . . . . .   | 45,000       |
| 31' PEARSON, 1978 . . . . .   | 32,500       |
| 32' MORGAN, 1981 . . . . .    | 44,900       |
| 32' WESTSAIL, 1975 . . . . .  | .....        |
| 33' NAUTICAT (P.H.) . . . . . | 95,000       |
| 33' MORGAN . . . . .          | 42,000       |
| 34' CATALINA, 1986 . . . . .  | 58,000       |
| 34' CAL, 1976 . . . . .       | 38,000       |
| 34' HUNTER . . . . .          | 49,000       |
| 36' PEARSON, 1981 . . . . .   | 74,000       |
| 38' CATALINA . . . . .        | 60,000       |
| 39' FREYA, 1981 . . . . .     | 94,000       |
| 39' FAIRWEATHER . . . . .     | 130,000      |
| 40' BENETEAU, 1983 . . . . .  | 95,000       |
| 43' COLUMBIA, 1971 . . . . .  | 69,000       |
| POWER . . . . .               |              |
| 36' UNIFLITE, 1977 . . . . .  | 65,000       |
| 40' SILVERTON . . . . .       | 119,000      |

\*TELL PARK RANGER  
EAGLE YACHTS FOR FREE ACCESS

### LISTINGS NEEDED!!

List with us and receive  
full Bay Area coverage  
with our "two offices"

## FARALLONE YACHT SALES

|                                  |               |
|----------------------------------|---------------|
| SAIL . . . . .                   | ALAMEDA       |
| 39' FREYA, 1981 . . . . .        | 94,000        |
| 39' ERICSON, 39B, 1975 . . . . . | 65,000        |
| 38' ERICSON, 1986 . . . . .      | 117,500       |
| 38' CATALINA, '83 .2 FROM 45,000 |               |
| 36' CATALINA, '84 .3 FROM 57,500 |               |
| 35' NIAGARA, 1981 . . . . .      | 69,995        |
| 34' CATALINA, 1986 . . . . .     | 58,000        |
| 32' ERICSON, 1972 . . . . .      | 35,000        |
| 30' NONSUCH . . . . .            | 3 FROM 65,000 |
| 30' CATALINA . . . . .           | 5 FROM 24,900 |
| 30' ISLANDER, 1979 . . . . .     | 28,500        |
| 30' O'DAY, 1979 . . . . .        | 28,000        |
| 27' COLUMBIA 8.3, 1977 . . . . . | 22,500        |
| 27' CATALINA . . . . .           | 4 FROM 12,995 |
| 27' NEWPORT, 1973 . . . . .      | 11,800        |
| 26' COLUMBIA Mk3 . . . . .       | 11,200        |
| 26' COLUMBIA . . . . .           | 9,500         |
| 26' PEARSON, 1976 . . . . .      | 8,800         |
| 25' CATALINA, 1983 . . . . .     | 13,995        |
| 25' O'DAY, 1976 . . . . .        | 11,400        |
| 25' MERIT, 1983 . . . . .        | 10,000        |
| 25' US, 1982 . . . . .           | 9,000         |
| 23' MERIT, 1985 . . . . .        | 8,250         |
| 22' CATALINA, 1988 . . . . .     | 13,500        |
| 22' CAPRI, 1987 . . . . .        | 11,000        |
| 22' COLUMBIAN, 1975 . . . . .    | 5,500         |
| 22' COLUMBIA, 1968 . . . . .     | 3,500         |
| 20' CAL, 1965 . . . . .          | 3,900         |
| 14' VAGABOND, 1980 . . . . .     | 1,200         |



**CATALINA 27.** '77. EXCELLENT CONDITION, REBUILT DSL, MANY EXTRAS. ASKING \$14,995.



**CATALINA 30.** WIDE SELECTION OF USED 30'S AVAILABLE. LATER MODEL '30 W/LRG DSL AVAILABLE. LOADED. CALL US!



**NAUTICAT 33.** '82. LORAN, VHF, KM/DS, WINDLASS, FURL. JIB, BEAUTIFUL COND, READY TO SHARE ITS COMFORTS. \$95,000.



**NONSUCH 30.** 'BB ULTRA. IMPECCABLE CAT-LIKE SINGLEHANDER, FAST / ROOMY, BEST EQUIPPED NONSUCH ON THE BAY. \$98,500.



**CATALINA 34.** DODGER, AUTOPilot, LORAN. \$58,000.



**ISLANDER BAHAMA 30.** PEDESTAL STEERING, AUTOPilot & MORE. \$28,500



**CATALINA 38.** 'B3. BOAT IN VERY GOOD CONDITION W/LOTS OF SAILS/EXTRA GEAR. PRICED TO GIVE AWAY AT \$45,000.



**FREYA 39.** 1981. JUST RETURNED FROM CRUISE; COMPLETELY RIGGED; READY TO GO! \$94,000.

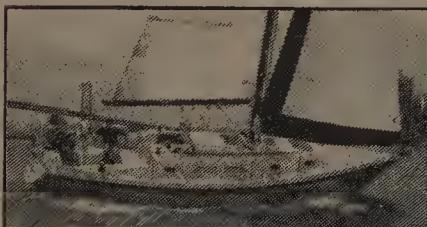
\**Eagle Yacht Sales*  
*Farallone Yacht Sales*

Coyote Point Marina, San Mateo  
(415) 342-2838

Mariner Square, Alameda  
(415) 523-6730

# 2.5 Million Worth of Inventory At Our Docks Must Be Sold!!

**ERICSON**  
YACHTS  
25 to 43 ft.



#### NEW 1989 ERICSONS

- (2) E-34's \$22,261 Rebate
- (1) E-38 \$26,736 Rebate
- (1) E-28 \$10,495 Rebate

**Jeanneau**  
21 to 51 ft



#### NEW 1989 JEANNEAUS IN STOCK

Sundance 36

Sun Legend 41 • Voyage 12.50  
REBATE UP TO \$20,000

| SZ  | MAKE      | ..... | YR  | PRICE    |
|-----|-----------|-------|-----|----------|
| 18' | CROWN     | ..... | '78 | \$ 3,500 |
| 20' | FLICKA    | ..... | '80 | 28,995   |
| 21' | NORTHWEST | ..    | '78 | 6,500    |
| 23' | ERICSON   | ..... | '68 | 4,975    |
| 24' | J-24      | ..... | '80 | 10,500   |
| 24' | DANA      | ..... | '85 | 46,000   |
| 25' | ERICSON   | ..... | '80 | 15,950   |
| 26' | CHRYSLER  | ....  | '78 | 13,950   |
| 27' | LANCER    | ..... | '84 | 29,900   |
| 27' | ERICSON   | ..... | '75 | 9,995    |
| 27' | ORION     | ..... | '81 | 49,500   |
| 27' | O'DAY     | ..... | '77 | 11,950   |
| 28' | COLUMBIA  | ....  | '69 | 22,950   |
| 28' | ISLANDER  | ..... | (2) | 22,950   |
| 29' | ERICSON   | ..... | '70 | 20,950   |

- ERICSON
- OLSON
- JEANNEAU
- PACIFIC SEACRAFT

## REBATE SALE

### ALL 1989 BOATS IN STOCK

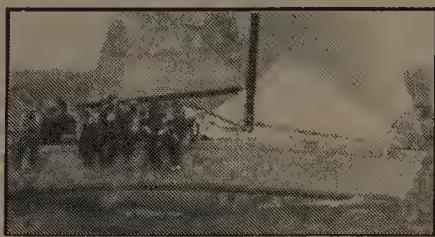
#### SAVE MILLIONS!!\*

We're clearing out our 1989 stock - so this is your big chance to save Big Money on any NEW 1989 sailboat in stock.

We're offering rebates on many boats - you can use the rebate as a down or take it as cash-back - this is a great opportunity to own a new boat at tremendous savings!!

In Pesos

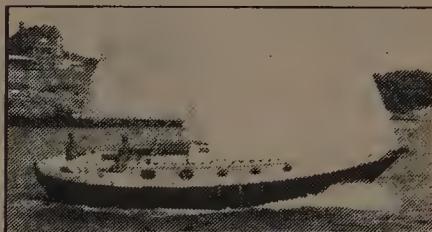
**OLSON**  
25 to 34 ft.



#### NEW 1989 OLSONS

- (1) 911S \$ 3,000 Rebate
- (1) O-34 \$10,000 Rebate

**Pacific Seacraft**  
Corporation  
20 to 44 ft.



#### NEW PACIFIC SEACRAFT CREALOCK 34 IN STOCK

Fortune Magazine says Pacific Seacraft makes the best sailboats in America.

SAVE \$6,000

## YACHT BROKERAGE LISTINGS PARTIAL INVENTORY

38' CATALINA ..... '83 45,000

38' STEEL CUTTER '78 80,500

39' CAL ..... '79 79,000

40' PEARSON ..... '81 85,950

40' GULFSTAR ..... '78 78,900

40' LIDGARD ..... '82 65,500

41' STEEL ..... '87 161,000

43' SWAN ..... '83 165,000

45' JEANNEAU ..... '85 165,000

45' LIBERTY ..... '88 210,000

48' MAPLE LEAF ..... 181,500

37' CREALOCK ..... (3) 103,500

37' HUNTER CTR '84 69,000

37' RANGER ..... '78 46,500

38' ERICSON ..... '83 74,950

38' PEARSON 385 '84 110,000

48' CT/PERRY ..... '77 169,000

48' WESTSAIL ..... '76 124,500

44' ROBERT ..... '80 80,000

45' JEANNEAU ..... '85 197,500

48' CT/PERRY ..... '77 169,000

48' MAPLE LEAF ..... 181,500

**NOR CAL**  
SINCE 1966 YACHTS

2415 Mariner Square • Alameda, CA 94501 • (415) 523-8773



# KENSINGTON YACHT & SHIP BROKERS

WEST BAY  
475 Gate 5 Road, Sausalito  
(415) 332-1707

TWO  
CONVENIENT  
LOCATIONS

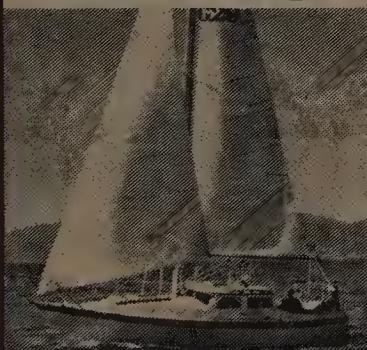
EAST BAY  
Mariner Square  
(415) 865-1777

**Exclusive Bay Area Dealer for Newport and Gulf American Built at Affordable Discounted Prices**

**SEE THESE NEW YACHTS  
IN OUR ALAMEDA YARD**

**We're Holding Our 1989 Prices!**

**Gulf 29**



**PILOTHOUSE  
SAIL-AWAY  
\$49,950**

**Our Sailaway Package Includes:** North Sails w/Hood furling system. Dual helms, Signet speed/depth, VHF, H/C water, propane cooking, self-tailing winches, complete safety package, ground tackle, custom Lewmar hatches, and many additional options.

**Gulf 32**



**PILOTHOUSE  
SAIL-AWAY  
\$67,960**



**36' STEEL CUTTER**, Ketch, 1968. Swedish ocean veteran - tough cruiser. Asking \$65,000.



**36' ISLANDER FREEPORT**, 1983. Sharpest one on the bay. Lovely liveaboard and great cruiser. Asking \$84,500



**30' OLSON**, 1981. 2x-Transpac winner, new o/b, Mylar sails, trailer. Asking \$18,500.



**PEARSON 323**, 1978. Dsl, furl jib, H/C water, Autohelm, stereo, wheel; clean. Asking \$39,900.



**45' HARDIN KETCH** '82. Center cockpit, spacious double cabins fore & aft. Cruise-ready & sharp. Asking \$107,000.



**44' CSYCUTTER**, '78. Spacious aft cabin, warm teak interior, great liveaboard cruiser. Asking \$125,000.



**28' NEWPORT MK II**, '81. Beautifully maintained. Dodger, diesel, autopilot, 2 jibs, new bottom job. Asking \$22,900.



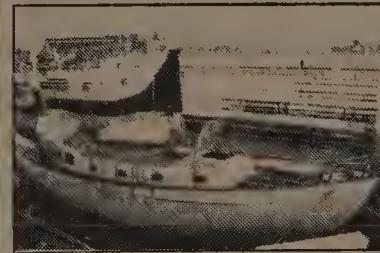
**41' CUSTOM STEEL CUTTER**, '78. Rugged ocean veteran in great shape! A sailor's yacht! Asking \$95,000.



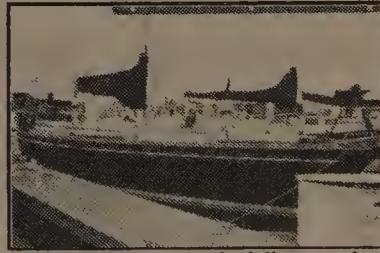
**42' CHEOY LEE CLIPPER**, '71. Classic lines of beautiful glass & teak in an ocean-worthy ketch-cutter. Asking \$89,000.



**43' CHEOY LEE P.H. MOTORSAILER**, '83. Fully founded ocean yacht & spacious liveaboard. Asking \$120,000.



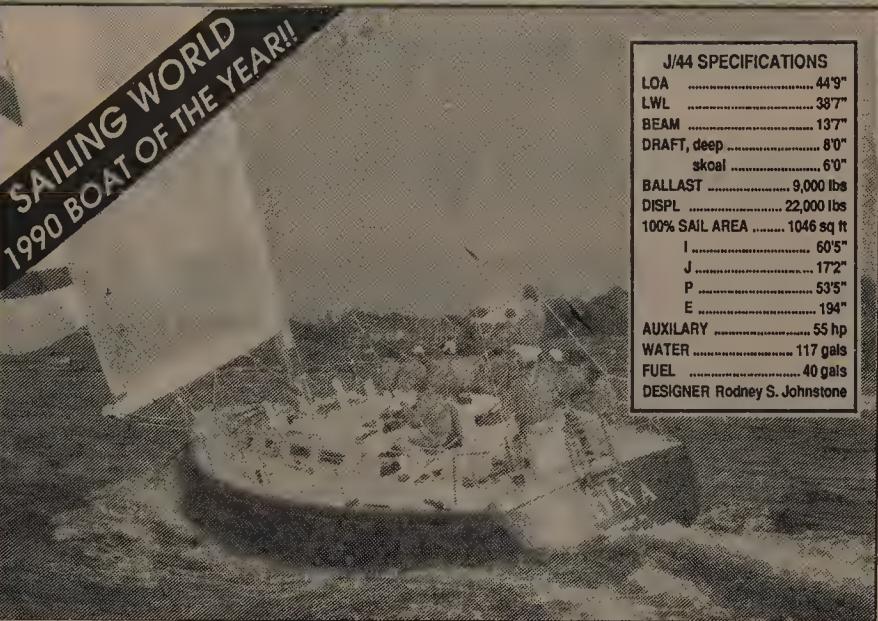
**37' STEEL DUTCH YAWL**, 1956. Ocean vet, ready for long cruising or liveaboard. Asking \$62,500.



**44' SWAN**, '79. 12 sails, full ocean electronics. Well maintained. Asking \$185,000.

## SELECTED SAILBOAT BROKERAGE

|                                 |        |                                 |         |
|---------------------------------|--------|---------------------------------|---------|
| 27' EXPRESS, '86 .....          | 34,900 | 36' ISLANDER FREEPORT, '83 ..   | 84,500  |
| 28' ISLANDER, '76 .....         | 22,500 | 37' RANGER, '73 .....           | 37,900  |
| 29' ELITE, '84 .....            | 37,500 | 38' ERICSON, '86 .....          | 107,000 |
| 30' CATALINA, '81 .....         | 34,900 | 38' CATALINA, '83 .....         | 43,000  |
| 30' NEWPORT-II, '79 .....       | 21,000 | 38' EASTERLY slp, 1978 .....    | 64,000  |
| 31' VINDO, (Finnish), '74 ..... | 41,000 | 39' NEW ZEALAND slp, '82 .....  | 69,000  |
| 31' SAN JUAN, '77 .....         | 18,000 | 39' FREYA, '78 .....            | 79,000  |
| 31' DUFOUR, '79 .....           | 39,500 | 40' STEEL P.H. M/S, '77 .....   | 59,000  |
| 32' CHALLENGER sloop .....      | 39,000 | 41' NEWPORT, (2) from .....     | 49,000  |
| 32' GULF P.H., '82 .....        | 54,900 | 41' FORMOSA ketch, (2) .....    | 71,000  |
| 32' BENETEAU, '81 .....         | 49,000 | 42' STEEL cutter, '87 .....     | 135,000 |
| 33' RANGER, '76 .....           | 28,000 | 43' GARDEN ketch, '77 .....     | 134,000 |
| 33' HUNTER, (2) from .....      | 36,000 | 44' PETERSON cutter, '75 .....  | 120,000 |
| 34' HUNTER, '83 .....           | 51,000 | 45' EXPLORER cutter, '79 .....  | 105,000 |
| 34' PETERSON slp, '82 .....     | OFFERS | 45' PORPOISE ketch, '70 .....   | 80,000  |
| 35' CORONADO, 1972 .....        | 29,000 | 45' RHODES M/S, '71 .....       | 98,000  |
| 35' ERICSON, '79 .....          | 43,900 | 47' PERRY cutter, '81 .....     | 124,000 |
| 36' CATALINA, '84 .....         | 58,000 | 55' STEEL (German) CTTR, '88 .. | 189,000 |
| 36' ISLANDER, '79, dsl .....    | 54,000 | 60' GAFF cutter, 1911 .....     | 95,000  |



| J/44 SPECIFICATIONS |                     |
|---------------------|---------------------|
| LOA                 | 44'9"               |
| LWL                 | 38'7"               |
| BEAM                | 13'7"               |
| DRAFT, deep         | 8'0"                |
|                     | skoal               |
| BALLAST             | 6'0"                |
| DISPL.              | 9,000 lbs           |
| 100% SAIL AREA      | 22,000 sq ft        |
| I                   | 1046 sq ft          |
| J                   | 60'5"               |
| P                   | 17'2"               |
| E                   | 53'5"               |
| AUXILIARY           | 19'4"               |
| WATER               | 55 hp               |
| FUEL                | 117 gals            |
|                     | 40 gals             |
| DESIGNER            | Rodney S. Johnstone |

## Over 44 Sold In The First Year. Come See Why!

The era of a fast, proper one-design yacht is here; it's called J-44. This great sailboat is a real joy to own. Deep down inside you know no one is going to beat her on the race course. Yet, comfort and ease of handling are not compromised for cruising. The best of both worlds.

MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER

## J-44 One-Design Racer/Cruiser

- Faster Than Grand Prix
- Cruise Control
- Single-handed Ease
- Reefing With Assurance
- Roaring Forties Strength
- Choose Your Sailing Grounds
- Slide Downhill
- Comfort Like Home
- Unsurpassed Owner Privacy
- Cruising Bonuses

## J/Boats West (415) 522-0545

Don Trask  
Dave Willke  
John Niesley  
Nate Knowles  
Kimo Worthington

## BROKERAGE SPECIALS

### SAIL

|                         |           |          |
|-------------------------|-----------|----------|
| 24' J/24                | (4) from  | \$10,500 |
| 24' Captiva, '86        |           | 12,000   |
| 25' Santana, '81        |           | 9,500    |
| 26' Ranger, '71         |           | 11,900   |
| 29' J/29, '83           |           | 27,500   |
| 29' Ranger, '73         |           | 17,500   |
| 30' O'Day, '81          |           | 35,000   |
| 30' Coronado, '70       |           | 20,000   |
| 35' Coronado            |           | 35,000   |
| 36' Islander, '76       |           | 59,000   |
| 37' Ranger              |           | 38,500   |
| 37' O'Day, '80          |           | 55,000   |
| 38' Catalina, '83       |           | 45,000   |
| 41' Yankee Clipper, '72 | 63,000    |          |
| 41' C&C Cstm Rcr, '82   | 110,000   |          |
| 43' C&C, 19 sails, '72  | .. 75,000 |          |
| 43' Gulfstar            |           | Call     |
| 46' Formosa, '80        |           | 110,000  |
| 50' Force, '74          |           | 125,000  |

### POWER

|                        |           |
|------------------------|-----------|
| 44' Marine Trader, '77 | .. 85,000 |
| 45' Gulfstar, '79      | 170,000   |
| 47' Monk McQueen, '64  | 55,000    |
| 48' Barbee, '43        | 29,500    |



(415) 523-8500

## HAVING A BAD DAY? WE'RE THERE WHEN YOU NEED US MOST!

*Boettcher and Murray  
Ocean Marine Insurance Agency*  
**YACHT INSURANCE**  
"Correct Coverage for the  
Lowest Premium"  
**(800) 343-4292**

Buzz Boettcher  
Phil Murray      Brett Gregr

**YOUR FOUL WEATHER FRIENDS!**



# CALENDAR

Congressional Cup will be the dueling weapons. Long Beach YC, (213) 598-9401.

**March 17-18** — Richmond YC's Big Daddy IMS Regatta and Saint Patrick's Day Party, wherein "Big Daddy Chases the Snakes out of IMS". Always fun format of two "real" races Saturday, a Saturday night blow-out, and the pursuit race on Sunday. If you don't have a bona fide IMS ratings, let the Wizard of El Sobrante concoct you a temporary one. RYC, 237-2821.

**March 17-18** — Saint Francis YC Spring Dinghy Regatta. Five Cityfront races for 505s, International 14s and Snipes. StFYC, 563-6363.

**March 23-April 1** — Fourth Annual America's Schooner Cup Charity Regatta in San Diego, the largest assemblage of schooners on the West Coast. A week of schooner-related activities leading up to the regatta on March 31-April 1. Sponsored by the Kona Kai International YC and other San Diego businesses. Marion Bovee or Ken Guyer, (619) 223-3351.

**March 24** — Rites of Spring Doublehanded Race, an in-the-Bay two-hander sponsored by the Oakland YC. Harry Young, 434-1822 (days) or 431-8530 (nights).

**March 24-25** — Elvstrom Regatta. Cityfront Laser racing — a good tune-up for the upcoming Laser Nationals (Richmond YC, July 20-24). StFYC, 563-6363.

**March 31** — Singlehanded Farallones Race. Skippers meeting on 3/28; trophy presentation on 4/9 (both at MYCO, 1900 hours) Call Robby Robinson, new Singlehanded Sailing Society commodore, for details: 388-6167 (home).

**March 31** — Ano Nuevo Race. A 78-mile lap from Monterey to Ano Nuevo Buoy and back. Monterey Peninsula YC, (408) 372-9686, or race chairman Gene Maly, (408) 375-0648.

**March 31-April 1** — Wheeler Regatta. PHRF and IMS racing in the mid-Bay. All sizes of boats welcome for this Berkeley YC-sponsored three-race, two-day event. Bobbi Tosse, 939-9885.

**March 31-April 1** — Small Boat Racing Association season opener. All three divisions invited. Hosted by Richmond YC. Vince Casalaina, 841-8524 (h) or 642-5846 (w).

**March 31-April 1** — San Francisco Cup. Saint Francis YC will pit Wall Street Duck against San Francisco YC's National Biscuit. Probable helmsmen in the best three of five series are Chris Corlett for the challenging StFYC and Jeff Madrigali for defending SFYC. "I just hope one of my designs wins," says Carl Schumacher. Call either club for details.

**April 1** — Inaugural Acapulco-San Francisco Doublehanded Race: "2000 Miles of Pure Bliss". Not for panty waists! DAPYC, (415) 453-7530.

**April 3** — First of five races in Ballena Bay YC's Whale Chase Series. Other races on 3/17, 3/31, 4/14 and 4/28. BBYC, 523-2292.

**April 4-7** — United States Yacht Club Challenge: 12 yacht clubs will compete in three classes (Schock 35s, FJs and Lasers) for national bragging rights. Saint Francis YC will represent the Bay Area. Newport Harbor YC, (714) 673-7730.

**April 6-8** — 30th Annual Olympic Classes Regatta. One of four events on the 1990 CAN-AM circuit which determine membership on the Olympic sailing teams of the U.S. and Canada. Alamitos Bay YC is the host club. Chris Erickson, (213) 439-1246.

**April 7** — WBRA Cityfront Regatta, hosted by StFYC. Wooden ships on the water, very free: The season opener for Knarrs, IODs, Folkboats, Birds, and Bears. YRA, 771-9500.

**April 7-8** — Lakeport YC's Annual Spring Regatta. A two day regatta on Clear Lake; open to all classes of sailboats from El Toros to "what can be launched." Commodore Al Mayr, (707) 263-7526.

**April 14** — Doublehanded Lightship Race. Island YC, 521-2980.

**April 21** — El Ano Trigesimo-siete Gran Concurso Barco-Toro, a.k.a. the 37th Annual Bullship Race. The El Toro TransPac! Starts at 8 a.m. off Ondine Restaurant in Sausalito, finishes (hopefully) at the



## Monterey Peninsula Yacht Club Presents the 27th Annual **AÑO NUEVO** Race

*Test your skills, crew and Yacht  
before the other major races!*

**MARCH 31, 1990**

PHRF A warning signal 9:50 a.m.  
start 10:00 a.m.

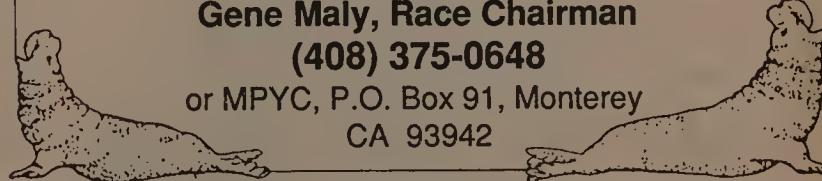
PHRF B  
Cruising Class  
Entry Fee:  
Entry deadline:

start 10:05 a.m.  
start 10:10 a.m. (non-spinnaker)  
\$60 (\$50 for USYRU members)  
March 28, 1990

*For race packet call:*

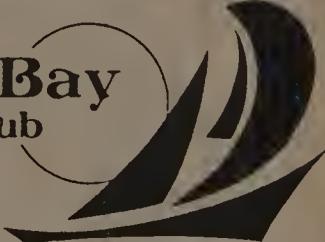
**Gene Maly, Race Chairman  
(408) 375-0648**

or MPYC, P.O. Box 91, Monterey  
CA 93942



## The **Konocti Bay** Sailing Club

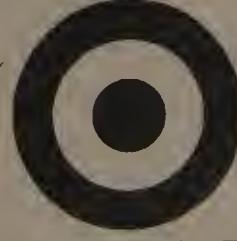
Presents  
A Very Special Marathon Race  
26 Miles on Clear Lake



## "The Perpetual" **Konocti Cup**

Saturday, April 28, 1990

Join Us for the Fun & Excitement of this Unique Challenge  
FOR MORE INFORMATION CALL: (707) 277-SAIL



# **NEIL PRYDE SAILS**

**CUSTOM  
CRUISING & RACING SAILS**

3020 Bridgeway, Sausalito, CA 94965  
PHONE: (415) 332-6167 FAX: (415) 332-6169

# North Winners . . .

**1989 YRA Season Champions:** Ariel - Gary Cast/"TEMPEST", Bear - Steve & Josselyn Robertson/"SMOKEY BEAR", Bird - Jim Van Dyke/"PUFFIN", Cal 25 - Ed Shirk/"CINNABAR", Cal 2-27 - Gary Albright/ "CON CARINO", Cal 29 - Bruce Darby/"PDJ ONE", Challenger - Rich Stuart/ "SHAY", IOD - Henry Mettier/"PROFIT", Islander 36 - Eric Warner/"PRIMA DONNA", J-24 - Mike Grandin & James Titus/ "BERNA BAOGHAIL", J-29 - Kirk Denebeim & Ron Losch/ "VALLARTA RACE", Knarr - Hans Williams & Wayne Stranton/"HYPERACTIVE", Newport 30 - Frank

"POTSTICKER", J-35 - William Fawns & Don Trask/"REDLINE", Hinman/"TOP GALLANT", Olson 30 - Bill Cloverdale/"KILLER RABBIT" (Pending Protest), Ranger 23 - Don Weineke/"TWISTED", Santana 35 - Bob Bloom/"DANCE AWAY", Tartan 10 - Richard Bates/"QE3"\*, Triton - Ralph Beauregard/ "RASCAL II", HDA-H - Craig Brown/ "CORSAIR", HDA-L - Bill West/"CRINAN", HDA-M - Sam Hock/ "JOSE CUERVO", HDA/ IMS-II - Bill Riley/ "PEARL" IMRDA/IMS-I - Keith Buck/"PETARD"

**Yankee Cup:** 1st/HDA - Sam Hock/"JOSE CUERVO", 2nd - Randy Broman/"GAMMON"; 1st/IMS - Bill Riley/ "PEARL", 2nd - Rick Caskey/"WAVE TRAIN", **1989 Big Boat Series:** 1st/St. Francis Perpetual - Paul Simonsen/"MONGOOSE", 2nd - John DeLaura/"SILVER BULLET" (3rd, 4th & 5th also North), 1st/Atlantic Perpetual - Richard Cavalli/"SHOCKWAVE"\*, 2nd - Jim Mizell/"HIGH RISK", 1st/City of San Francisco Perpetual - Rolfe Croker/ "HANA HO", 1st/Keefe Kilborn Perpetual - John McLaurin/"PENDRAGON",

**Midnight Moonlight Maritime Madness:** 1st - Jim Clark/"ALLEGRA", **Rolex Sloan California Regatta:** 1st Overall - James Diepenbrock/ "SILVER BULLET", 1st Overall IOR - Scott Pine/"NOTORIOUS".

Coming  
March 17th:  
**North U  
Cruising  
Course**  
...call for details.



2415 Mariner Square  
Alameda CA, 94501  
415/522-5373

**Cal Cup:** 1st - Bob McNulty/"HANA HO", 2nd - Bob Doughty/"CHANCE", & 5th also North), **ULDB Championship:** 1st - John DeLaura/"SILVER BULLET", 1st-Class A - "SILVER BULLET", **Newport to Cabo Race:** 1st Overall - "SILVER BULLET", Puerto Vallarta Race: 1st Overall "SILVER BULLET"

\*Partial Inventory

We can help you be a North Winner too... give us a call!

Photos by Latitude 38

# CALENDAR

end of the St. Francis Yacht Harbor entrance. Gary Gates, 391-1100.

**April 21-22** — Resin Regatta. Two races Saturday; one Sunday. Dinner, music, videos, fun. Interested fleets should contact the San Francisco YC, 435-9133.

**April 21-22** — 24th Annual Camellia Cup Regatta. Despite rumors to the contrary, Folsom Lake — site of the regatta — still exists! Bring your dinghy, multihull or keel boat up to Folsom Lake for one of the earliest and oldest inland regattas in NorCal. Doug Lent, (916) 966-4038.

**April 27** — Newport-Ensenada Race. NOSA, (714) 640-1351.

**April 28** — Doublehanded Farallones Race. 160 boats sailed in this popular race last year; more are expected this time around. Sponsored by BAMA. Don Sandstrom, 339-1352.

**April 28-29** — Konocti Cup, a 26-miler on Clear Lake. Sponsored by the Konocti Bay Sailing Club, (707) 277-SAIL.

**May 5-6** — Vallejo Season Opener. Let the good times roll! YRA, 771-9500.

**May 26-28** — Volvo Regatta. Lauren Carisle, 771-9500.

## Midwinter Races

**BERKELEY YC** — "Chowder Races". 3/31. Paul Kamen, 540-6324.

**COYOTE POINT YC** — 3/10. CPYC, 347-6730, or Ruth Lee, 342-1571 (nights).

**ENCINAL YC** — "Jack Frost Series". 3/17. Shirley Temming, 521-0966.

**GOLDEN GATE YC** — "Manny V. Fagundes Seaweed Soup Perpetual Series". 3/3. Tom Martin, 826-6516.

**SANTA CRUZ YC** — 3/17. SCYC, (408) 425-0690.

**SAUSALITO CC** — 3/3. Robert Kowolik, 459-4807.

**SAUSALITO YC** — 3/10. Penny Dudley, 332-6042 (h).

Please send your calendar items by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

## March Weekend Currents

| Date     | Slack | Max       | Slack | Max       |
|----------|-------|-----------|-------|-----------|
| 3/3/Sat  |       | 0223/2.2F | 0515  | 0844/4.2E |
|          | 1300  | 1604/2.8F | 1933  | 2127/1.4E |
| 3/4/Sun  | 0038  | 0336/1.9F | 0623  | 0951/4.1E |
|          | 1415  | 1733/3.0F | 2049  | 2251/1.3E |
| 3/10/Sat | 0034  | 0320/3.3E | 0639  | 0935/3.4F |
|          | 1227  | 1528/4.3E | 1908  | 2204/3.7F |
| 3/11/Sun | 0105  | 0351/3.6E | 0720  | 1015/3.4F |
|          | 1312  | 1601/4.0E | 1941  | 2233/3.4F |
| 3/17/Sat |       | 0128/1.6F | 0410  | 0744/3.3E |
|          | 1159  | 1454/2.0F | 1828  | 2018/1.2E |
|          | 2311  |           |       |           |
| 3/18/Sun |       | 0225/1.3F | 0502  | 0844/3.1E |
|          | 1309  | 1612/1.9F | 1941  | 2123/0.9E |
| 3/24/Sat |       | 0205/3.2E | 0529  | 0821/3.2F |
|          | 1117  | 1417/4.5E | 1758  | 2052/3.8F |
| 3/25/Sun | 0001  | 0243/3.9F | 0611  | 0906/3.7F |
|          | 1208  | 1459/4.5E | 1834  | 2128/3.9F |
| 3/31/Sat |       | 0101/2.4F | 0345  | 0720/4.7E |
|          | 1126  | 1429/3.2F | 1807  | 2003/1.6E |
|          | 2310  |           |       |           |
| 4/1/Sun  |       | 0306/1.9F | 0548  | 0921/4.2E |
|          | 1340  | 1651/3.0F | 2021  | 2217/1.3E |

## Notice of a Race

Open to all  
Offshore  
Yachts



Cruising,  
IOR, IMS,  
MORA, PHRF,  
and One Design

Race Date:  
May 25th, 1990

For information, contact the Santa Cruz Yacht Club  
P.O. Box 454, Santa Cruz, CA 95061  
(408) 425-0690

Hosted by the Santa Cruz Yacht Club  
Reception by the Santa Barbara Yacht Club  
Sponsored by Larsen Sails and West Marine Products

## WASHING, WAXING, & VARNISHING your troubles away

**Westwind**  
PRECISION BOAT DETAILS  
Still the best investment on the water

Oil  
Varnish  
Maintenance  
Machine Rubout  
Machine/Hand Wax  
Free Estimates by Appointment

475 Gate 5 Road  
Sausalito, CA 94965  
(415) 661-2205  
... Anywhere in the Bay Area

# PRESERVING OUR PAST BUILDING OUR FUTURE



Progress report, Mar. '90 - Nearing completion in our shed, the first all-carbon Ultimate 30, getting ready for the first race in Hawaii April 1990, plus completion of 1932 power launch restoration.

Stop by and have a look!

**CAL COAST HAS THE SKILLS TO RESTORE  
YOUR CLASSIC OR REPAIR, REFINE AND  
EVEN BUILD THE LATEST HIGH TECH MACHINE**



\* Sponsors: West Marine, Divinycell, Ballenger & Larsen Sails

**HURRY!  
Book Your Spring Haulouts  
By March 15th at \$3.50/ft.  
Rates Increasing**

310 West Cutting Boulevard  
Richmond, CA 94804  
**(415) 234-7960**

# LETTERS

## ↑↑TO ENCOURAGE RENEWED INTEREST

Fleet #7 of the Coronado 25s may have retired from the racing scene, but their spirit continues to sail on. With that note, I'd like to announce that a dinner is being planned for all past and present Coronado 25 owners. The best part is that the remaining balance in the fleet treasury will be used to foot most, if not all, of the bill! Depending on the turnout, of course.

The gala event will be held at the recently renovated Sausalito Cruising Club, located at the foot of Napa Street, on Saturday, March 31.

Fleet 7 actually hopes that this event will help revive interest in the local Coronado 25 fleet. For a quarter of a century Fleet #7 participated in racing and cruising on the Bay. Like so many of the One Design classes, we are attempting to rebuild the fleet.

In any event, we need to know the expected turnout for the March 31 dinner. So, if you are interested be sure to contact Elaine Kozak at 332-3380 or Gary Plotner at 848-1375 by March 24 for further information.

Elaine Kozak  
Secretary  
Coronado 25 Fleet #7

## ↑↑THE RUNDOWN ON GETTING RUN DOWN

Anybody who gets run down with their radar on and with the offending vessel having been in sight deserves it. The first rule of avoiding commercial ships and fishing vessels has always been: Just because you can see 'em doesn't mean they're going to get out of the way.

By the way, how can I get a 60 minute VHS of just the power surfing Whitbread stuff? ESPN is okay for information, but I want to see 20+ knots for a whole hour!

P.S. Buddy Melges will build you a 5.5 Metre back in Zenda for 50 Big Ones or so. Thanks for the article on the 5.5s, a very cool but almost forgotten class.

P.P.S. We go through a whole box of *Latitudes* in two or three days here at West Marine in Portland.

Dave Linger  
Portland

Dave — We're certain somebody will produce a film on the Whitbread, but it's not available yet.

## ↑↑NO COMPRENDO, DAN-O

Your January issue contained a letter from Bruce Torrey asking for information regarding transoceanic sailing events. His letter indicated that he would like to participate in such an event this year, and he asked if there was any clearinghouse that links interested parties with potential crew.

His letter seemed straightforward, but your reply seemed to indicate that you never bothered to read the questions posed — or turned the task of responding over to one of your "gorgeous young novice editors with a voluptuous personality".

Whoever responded said that, "There are only two regularly scheduled transpacific races for crewed boats. The rest," it was written, "are not regularly scheduled, start from another country or require your own boat." Did anyone read this letter or your response before it was published?

I don't know about the rest of the races, but I do know about the Victoria to Maui race. True, it does start in a foreign country — Canada. But contrary to your statement, it has been a regularly scheduled biennial event since 1968. Yes, a boat is required, but there is no stipulation that it must be your own.

The Victoria-Maui Race is scheduled for this year. If anyone wishes information concerning the race, please contact the Race Committee at the Royal Vancouver Yacht Club, 3811 Point Grey Road, Vancouver, B.C. V6R 1B3.

# YACHT CLUB MEMBERSHIP

THE SAUSALITO CRUISING CLUB —  
THE FRIENDLIEST YACHT CLUB ON THE  
BAY IS ACCEPTING APPLICATIONS  
FOR MEMBERSHIP

LIMITED TIME OFFER;

## \$150 INITIATION FEE

### WE OFFER:

- SAILING
- CRUISING
- RACING
- FOOD
- SPIRITS
- GOOD CHEER

### ANNUAL DUES:

Adults \$200  
Young Adult  
and Youth  
Memberships  
Available

Sponsors of the Yankee Cup and YRA Races



### SAUSALITO CRUISING CLUB

Foot of Napa Street, Sausalito, CA  
For Information Call Our Hotline

(415) 332-9349

# Navigating In Fog Is No Fun!

YOU NEED RADAR

**FURUNO** IS THE LEADER  
They have earned their reputation



— CHECK AROUND —  
Ask the commercial vessel operators, they demand the best performance per dollar. If you are serious about radar performance — you need a FURUNO.  
*Call now or come in for our new super low prices.*

WE PLEDGE TO BACK EVERY PRODUCT WE SELL WITH PERSONAL INHOUSE TECHNICAL SERVICE.

RICH WILDE'S **CAL-MARINE**  
ELECTRONICS CORPORATION



SALES  
SERVICE  
INSTALLATION

PIER 19, THE EMBARCADERO  
SAN FRANCISCO, CA 94111

(415) 391-7550



**HUNTER**

## TODAY'S HUNTER: THE CHILDREN OF "THURSDAY'S CHILD"

Like "Thursday's Child" all Hunter sailboats are:

- Strong and capable
- Designed for performance
- Progressive in design
- Efficient in sail plan
- Simple and clean on deck
- Painstakingly and thoughtfully engineered
- Factory committed to success

Unlike "Thursday's Child" all Hunter sailboats have:

- Light open interiors
- Been designed for comfort
- Galley designed for cooks
- Wing keel for performance
- Heads and other creature comforts
- Best Value today!

### COMPLETE SAILAWAY PRICES INCLUDE:

- |                                   |                   |                                 |
|-----------------------------------|-------------------|---------------------------------|
| • Bottom paint                    | • All safety gear | • 110 electrical system         |
| • Five year 100% blister warranty | • Fathometer      | • Hot and cold water            |
| • Roller furling jib              | • VHF radio       | • And much, much more!          |
| • All sail covers                 | • Stereos         | • For all boats 27-ft and above |

ASK ABOUT OUR CHARTER PLACEMENT PROGRAM

**Tradewinds**  
Sailing Center

Serving Sailors for **28** Years

SEE OUR  
BROKERAGE  
AD,  
PAGE 185

Marina Bay (415) 232-7999

Sacramento (916) 483-2780

ALL  
AT  
OUR  
DOCKS!!



# LETTERS

I make this response as some of your readers may think your publication is an exacting tome of the Pacific yachting community. What many do not realize is that *Latitude* is not intended to be strictly informative, but in the words of Phil Strauss of Sorcery fame, is best described as the "National Enquirer of the Pacific", dedicated to the titillation of inquiring minds rather than the dissemination of unadorned fact.

Dan O'Brien  
Past Commodore  
Lahaina YC

Dan — Perhaps we didn't express ourselves as clearly as possible, but before you rip us to shreds with your Vegematic-like wit, why not pause for a moment to reread what we wrote to see if your comprehension doesn't leave a little to be desired.

To restate it, we believe the West Marine Pacific Cup is probably the best bet for Mr. Torrey because 1. the other TransPac (L.A. to Honolulu) isn't held this year; 2. some of the other TransPacs aren't regularly scheduled (Hiroshima Cup, Race for Life, Jack 'n Jill); 3. because some start from another country (Vic-Maui); and, 4. because some require your own boat (Singlehanded TransPac).

Of course Mr. Torrey's main question remains unanswered: Is there or is there not a clearinghouse for crews and owners to get together for the Vic-Maui?

## ↓↑OH NO, THE EL MO!

I would like to respond to the letter written by Barb and Bill of Sea Foam about the El Molino Bar & Restaurant, La Paz, the La Paz Cruising Club, and especially Jimi Murillo.

Being a couple of boatless sailors in the Bay Area who usually charter or bum rides with friends, we made the big decision last year to fly down to Baja and see if we could get on a boat for the Baja Ha-ha Sail Week. We followed all the advice found in *Latitude*, such as taking a hand-held VHF and carrying all our own supplies, and flew to Cabo San Lucas hoping to catch a boat sailing to La Paz. Unfortunately, all the boats going to Sail Week had already headed north.

On the advice of Gil at Papi's, we spent the night and then caught a bus for the wonderful and cheap (\$4) ride to La Paz. Arriving four hours later with not a clue what to do, we headed for the Marina de La Paz. The place was buzzing with activity. Sitting on the stairs with a hand-held VHF was a very busy person who seemed to be directing the human traffic that was going to and fro like so many determined ants. We figured this was the person we needed to talk to.

Fortunately for us that person was none other than the "notorious" Jimi Murillo. He welcomed us to Sail Week, explained the situation, said everything was a 'go', checked the Crew Requested list, gave us the name of several boats to choose from, a VHF channel to check in on, and a time to hail. Secure with this new information, we checked into a local hotel, took a shower, waited until dinner time to call, then walked out onto the balcony overlooking the pier and made contact with a boat on our first try. We made arrangements with the people and were set.

We ended up racing Sail Week with Jim and Marilyn on *Intention*, coming in 2nd in Class C behind Jimi on *Windsong*. We camped on the beach, met a lot of wonderful people and in general had the best week of our lives.

Once back in La Paz we had a great time also. It's an excellent city, not too Americanized, and filled with good and bad people — just like any Mexican or American city. We downed our share of drinks at the 'El Mo' with Jimi and other 'racers', but that's not all we did. We also visited other places and parts of the city.

We found Jimi to be an outgoing and opinionated person — not unlike many sailors we have known. We are glad he was there the day we were marooned in a strange place, and have kept in written

# Cityachts

10 Marina Blvd., San Francisco, CA 94213

(415) 567-8880 • FAX 415-567-6725

## SAILBOATS

|                                    |             |
|------------------------------------|-------------|
| 65' SWAN 651 .....                 | \$1,250,000 |
| 47' S&S CUSTOM SLOOP .....         | 59,500      |
| 44' CT 44 CUTTER # .....           | 115,000     |
| 44' PETERSON .....                 | 110,000     |
| 41' C&C .....                      | 149,000     |
| 41' NEWPORT, 3 from .....          | 58,000      |
| 41' TARTAN .....                   | 85,000      |
| 41' CRUISING KETCH .....           | 69,000      |
| 40' CHEVY LEE OFFSHORE .....       | 54,500      |
| 40' CHALLENGER .....               | 84,500      |
| 39' FREYA # .....                  | 79,500      |
| 38' FARALLONE Clipper, 2 frm ..... | 34,950      |
| 36' CS SLOOP .....                 | 69,500      |
| 36' ISLANDER, 2 frm .....          | 47,500      |
| 36' PEARSON .....                  | 40,000      |
| 36' LANCER .....                   | 52,000      |
| 35' SANTANA .....                  | 55,000      |
| 34' PETERSON .....                 | 20,000      |
| 33' TARTAN TEN .....               | 24,000      |
| 30' NEWPORT PHASE II .....         | 31,000      |
| 30' FARR .....                     | 25,000      |
| 30' ERICSON, 2 frm .....           | 31,500      |
| 25' NORTHSTAR 500 # .....          | 15,000      |
| 25' OLSON .....                    | 20,000      |
| POWER                              |             |
| 75' CHARTER VESSEL .....           | * 295,000   |
| 57' CHRIS CRAFT .....              | 169,000     |
| 53' HATTERAS .....                 | 255,000     |
| 50' OCEAN .....                    | 265,000     |
| 49' ALBIN TRAWLER .....            | 165,000     |
| 44' GULFSTAR # .....               | 165,000     |
| 43' PRESIDENT SF .....             | 160,000     |
| 43' HATTERAS, 2 frm .....          | 145,000     |
| 42' UNIFLITE, 2 frm .....          | 178,000     |
| 42' GRAND BANKS .....              | 195,000     |
| 42' SUNDECK MY .....               | 149,000     |
| 41' CHRIS CRAFT .....              | 110,000     |
| 38' MATHEWS CLASSIC MY .....       | * 58,500    |
| 38' OCEAN .....                    | 145,000     |
| 38' BAYLINER .....                 | 125,000     |
| 37' HATTERAS .....                 | 159,000     |
| 36' GRAND BANKS .....              | 84,500      |
| 35' GOLDEN GATE TRAWLER .....      | 67,500      |
| 32' CARVER .....                   | 105,000     |



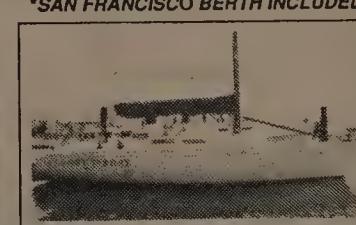
NORDIC 45. Robert Perry designed. Raised salon. Call for brochure.



CHALLENGER 40. Meticulous owner. Large cockpit and spacious interior. \$84,500



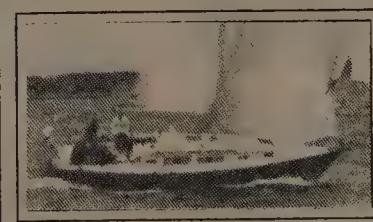
NORDIC 40. "Wild Goose". Fantastic inventory and like new condition. Call for details. \$165,000.



EXPRESS 37, 1986. "Any Sunday". Sobstad & Pineapple sails, Barentin winches, support vehicle extra. \$110,000



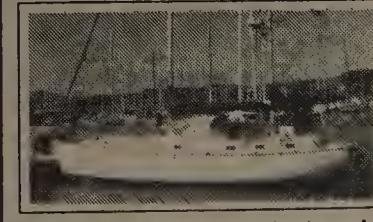
NEWPORT 41, 1983. Equipped and ready to go. \$75,000.



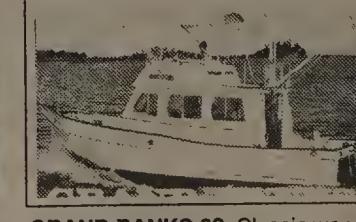
SABRE 32, 1986. Terrific boat for singlehander or couple. Hood stowaway mast & roller furling. \$85,500.



FREEPORT 36, 1980. Accommodations for 5. Pathfinder diesel. \$79,000.



MORGAN 46, 1979. A nice husky cruising ketch with all the toys for safe comfortable passagemaking. \$92,500.



GRAND BANKS 32. Classic woody. 2 From \$43,500.

# #1 SAILBOAT BROKER

## 4TH YEAR IN A ROW!!

**WE HAVE OVER 150  
BOATS AT OUR OFFICE**

| Size Yacht .....          | Yr ..... | Price   | Size Yacht .....            | Yr ..... | Price   | Size Yacht .....        | Yr ..... | Price  | Size Yacht .....    | Yr ..... | Price  |
|---------------------------|----------|---------|-----------------------------|----------|---------|-------------------------|----------|--------|---------------------|----------|--------|
| 49' TRANSPAC .....        | '82 ..   | 175,000 | 39' LANDFALL .....          | '79 ..   | 75,000  | 36' PEARSON SLOOP ..... | '73 ..   | 52,000 | 32' FUJI .....      | '78 ..   | 42,000 |
| 48' HANS CHRISTIAN .....  | '86 ..   | 318,000 | 39' CARTER .....            | '73 ..   | 57,000  | 36' YAMAHA .....        | '81 ..   | 79,000 | 32' ISLANDER .....  | '77 ..   | 39,500 |
| 48' MARINER .....         | '80 ..   | 115,000 | 39' COLUMBIA .....          | '66 ..   | 55,000  | 35' BRISTOL .....       | '82 ..   | 59,000 | 32' JEANNEAU .....  | '84 ..   | 48,000 |
| 47' PASSPORT .....        | '85 ..   | 220,000 | 39' ERICSON .....           | '71 ..   | 49,500  | 35' CORONADO .....      | '72 ..   | 34,000 | 32' MORGAN .....    | '69 ..   | 24,950 |
| 47' PERRY .....           | '79 ..   | 130,000 | 39' FAIR WEATHER MRNE ..... | '87 ..   | 135,000 | 35' FANTASIA .....      | '76 ..   | 65,000 | 32' WESTSAIL .....  | '73 ..   | 48,000 |
| 47' SPRKMN&STEPHENS ..... | '59 ..   | 67,500  | 39' FREYA .....             | '78 ..   | 79,500  | 35' SPENCER .....       | '65 ..   | 45,000 | 31' CHEOY LEE ..... | '74 ..   | 26,000 |
| 46' ROSBOROUGH .....      | '80 ..   | 85,000  | 39' LIDGARD YACHTS .....    | '82 ..   | 67,500  | 35' TANTON-STEEL .....  | '85 ..   | 90,000 | 30' ALBIN .....     | '79 ..   | 29,500 |
| 45' LANCER PWR SLR .....  | '83 ..   | 140,000 | 39' PEARSON 390 .....       | '72 ..   | 62,000  | 34' C&C .....           | '82 ..   | 59,500 | 30' CAL .....       | '74 ..   | 24,750 |
| 45' LAPWORTH .....        | '56 ..   | 39,000  | 38' DOWNEASTER .....        | '76 ..   | 67,000  | 34' CAL .....           | '68 ..   | 32,000 | 30' CAL 9.2 .....   | '83 ..   | 39,500 |
| 44' PETERSON .....        | '75 ..   | 110,000 | 38' HANS CHRISTIAN .....    | '77 ..   | 99,500  | 34' FARR 1020 .....     | '83 ..   | 57,500 | 30' CAPE DORY ..... | '88 ..   | 87,500 |
| 43' CHEOY LEE .....       | '83 ..   | 156,000 | 38' INGRID .....            | '77 ..   | 75,000  | 34' NORTH COAST .....   | '81 ..   | 46,000 | 30' CATALINA .....  | '76 ..   | 25,000 |
| 42' BREWER .....          | '87 ..   | 149,500 | 38' PEARSON 385 .....       | '84 ..   | 119,950 | 34' PEARSON .....       | '85 ..   | 75,500 | 30' ETAP .....      | '83 ..   | 60,000 |
| 41' BOUNTY .....          | '60 ..   | 52,000  | 37' CLASSIC Wm. KINGS ..... | '36 ..   | 60,000  | 34' PEARSON 10M .....   | '74 ..   | 39,000 | 30' NEWPORT .....   | '76 ..   | 29,000 |
| 41' FREEPORT .....        | '77 ..   | 92,500  | 37' HUNTER .....            | '84 ..   | 69,000  | 34' PETERSON .....      | '82 ..   | 44,    | 30' PACIFIC .....   | '71 ..   | 11,500 |
| 41' KING'S LEGEND .....   | '81 ..   | 99,500  | 37' O'DAY .....             | '80 ..   | 53,000  | 34' WYLIE .....         | '81 ..   | 29,000 | 30' PEARSON .....   | '78 ..   | 26,000 |
| 41' NAUTOR SWAN .....     | '74 ..   | 135,000 | 37' RANGER .....            | '73 ..   | 42,500  | 33' BIANCA .....        | '78 ..   | 27,950 | 30' PEARSON .....   | '73 ..   | 19,500 |
| 41' NEWPORT .....         | '71 ..   | 59,000  | 37' TAYANA .....            | '82 ..   | 72,000  | 33' CAL .....           | '73 ..   | 33,000 | 30' PEARSON .....   | '79 ..   | 29,500 |
| 41' SEA WOLF .....        | '73 ..   | 69,500  | 36' CATALINA .....          | '83 ..   | 60,000  | 33' HUNTER .....        | '82 ..   | 38,500 | 30' SAN JUAN .....  | '77 ..   | 26,000 |
| 40' CHEOY LEE .....       | '67 ..   | 59,500  | 36' FORMOSA .....           | '80 ..   | 45,000  | 33' MORGAN .....        | '74 ..   | 44,950 | 29' CAL .....       | '70 ..   | 16,500 |
| 40' IRWIN .....           | '79 ..   | 74,000  | 36' HANS CHRISTIAN .....    | '74 ..   | 75,000  | 32' ALOHA .....         | '83 ..   | 59,000 | 29' CAL .....       | '69 ..   | 16,500 |
| 40' PEARSON .....         | '80 ..   | 84,500  | 36' HUNTER .....            | '80 ..   | 49,000  | 32' COLUMBIA .....      | '77 ..   | 32,900 | 29' COLUMBIA .....  | '78 ..   | 29,500 |
|                           |          |         | 36' ISLANDER .....          | '76 ..   | 59,500  | 32' ERICSON .....       | '74 ..   | 29,900 |                     |          |        |

**LARGEST SELECTION ON THE WEST COAST**

## **USED BOAT SHOW**

**ONLY ONE MONTH LEFT - CALL TODAY TO RESERVE SPACE  
LARGEST USED BOAT SHOW ON THE WEST COAST**



**Sunset Yachts**

3310 POWELL STREET • EMERYVILLE • (415) 654-9185 Fax (415) 654-5443

# LETTERS

communication with him since. In his last letter he warned us not to believe everything we read. It's a good thing we don't, and we hope most of your readers take some of the information passed on with a splash of saltwater.

La Paz is like any other waterfront city the world over; you'll find what you are looking for and some things you are not. As for the La Paz Cruising Club, if you don't like it, don't join. That's what freedom is about. Barb and Bill of Sea Foam painted a very one-sided picture of the group when in reality it's not very different from some of the clubs you find in Maui, Florida, the Delta or right here in the San Francisco Bay Area.

As for Sail Week, I think the combination of *Latitude 38* and the La Paz Cruising Club will make for one of the best Ha-ha's ever. Count us in!

Alex Moyers & Lee Ann Nelson  
Sebastopol

## ↓↑WHAT A DIFFERENCE A POINT MAKES

Thank you for publishing our letter regarding our trip to Seattle.

One correction. There is a big difference between Oyster Point Marina and Oyster Cove Marina. We are very fortunate to have Dick Timothy as the Harbormaster at Oyster Cove Marina.

Vicki & Patrick Fleming  
Northwest Bound Family  
Burlingame

## ↓↑MY GREAT GRANDDADDY WAS INCENSED

Enclosed is a xerox copy of the notes at the top of U.S. Coast Survey chart 604, Western Coast of the United States, published in 1854. As you can see, the terminology for the coastal current is expressed in 'knots per hour'.

My great granddaddy was so incensed by this error that he wrote the Navy to complain that if they didn't know the difference between a knot (per 30-second glass) and a knot per hour, that he wouldn't use their stupid chart. If he had known about acceleration he would have thrown that in, too.

I hope you'll get more pontification on this subject; it's great reading.

Terry Holmes  
San Carlos

Terry — We're not sure what it has to do with capitalism, but there were two letters about 'knots per hour' in a recent issue of *Forbes* magazine. Those who read the original log from Flying Cloud's record New York to San Francisco voyage will also note that her captain always wrote about 'knots per hour' also.

## ↓↑HE IS NO MURDERER

Enclosed is \$20. Please send my good friend 'Wax' some entertainment — and hope for the future. He is currently at the following address: Bill Weatherwax 05487045, P.O. Box 1000, Marion, Illinois.

The number after his name is not a badge number, nor does it denote a member of the military. No, Bill is living in a very small cement room, dreaming about multihulls, the open sea and wondering how he ever ended up where he is now.

A little over a year ago he and his 9-year old son were living on the trimaran they had resurrected from the bottom of Christiansted Harbor in St. Croix, U.S. Virgin Islands. Working as a contractor and happily pouring thousands of dollars into his 'trimahole', Wax watched it become prettier with every dollar. But a series of events changed everything.

A tall Down-Island hand aboard a hauled-out fishing boat began verbally harassing Wax's son at every opportunity. Over a month's time there were confrontations and arguments. Then the day after Christmas 1988, Wax was returning from making payroll. He'd had

# DONATE YOUR BOAT TO THE SEA SCOUTS

## Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating in the youth who participate in sea scouting. Sea Scouts are looking for any craft, power or sail, in serviceable condition.

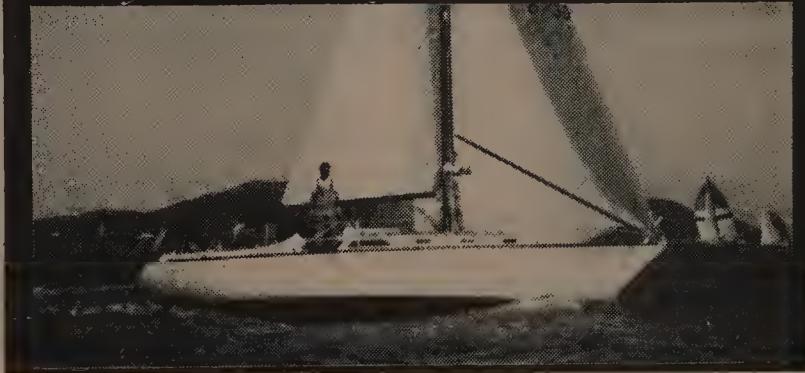
CALL US TODAY.



STANFORD AREA COUNCIL  
**BOY SCOUTS OF AMERICA**

Ask for Bob Dillard

**(415) 327-5900**



# C'mon Aboard!!

If you think you can't afford a boat, consider this...

- A boat can be financed just like a car with easy, affordable payments
- A typical family boat for fishing & skiing can be yours for as little as \$89 per month
- A boat is an investment with solid resale value

You can find out everything you need to know at the boat show including tips on how to buy and maintain the boat of your dreams. You really can afford a boat!



## SEE ALL THE BIG BOATS AT THIS IN-THE-WATER BOAT SHOW

Northern California Spring Boat Show  
Marina Village Yacht Harbor  
Alameda, California  
April 21, 1990  
to  
April 29, 1990

|          | Show Hours                    |
|----------|-------------------------------|
| Weekdays | Noon to 7 pm<br>10 am to 7 pm |
| Weekends |                               |

Sponsored by  
The Northern California Marine Association, 2236 Mariner Square Dr., Alameda, CA 94501  
(415) 521-2558

# LETTERS

a few cocktails with the gang, and when he saw the Down-Islander another argument ensued.

The fisherman picked up a large rock in each hand, started toward Wax and said, "I'm gonna mash your brains out." Scared, Max pulled out the gun he carried for payroll protection and said, "Don't make me do this." The other man had a wild look in his eye and kept coming. Wax aimed high, closed his eyes and pulled the trigger. The bullet hit the Down-Islander's clavicle and veered into his spine. He died a short time thereafter.

It was the first time a white man had ever shot a black man and gone to trial on the island of St. Croix. From there on it was just a case of Cruzan justice: i.e. rampant racism. Yes, it's also racism when blacks hate whites. The best local lawyer just lay down and did nothing for Wax's defense. He put him on the stand and let him bury himself. No coaching. No motions.

The word on the street was 'they' were going to hang him. They just about did. A conviction for what should have been self-defense became Second Degree Murder. The two white folks on the jury argued like hell to get that; the others wanted to convict him of First Degree Murder. His sentence is 30 years.

Of course there is an appeal pending, but a year is already gone. When Hugo blew down the prison on St. Croix I was sure Bill would find his way to South America or Venezuela. But when I heard from him last month, he said the Prison Director told the prisoners that since there was no water, electricity, roofs or fences, he couldn't keep them there. "Try not to get into too much trouble out there," he told them. Wax went back to Gallows Bay looking for his boat, but there was nothing to see. Then he began boarding up businesses and standing watch against looting. He spent the rest of the time helping to rebuild Gallows Bay. When the authorities called him, he went back to prison. He was then shipped to Marion, which is a Level 6 maximum security prison. He is only a Level 3 prisoner.

Don't get me wrong, I know I am prejudiced about the case. But I know Wax well. We worked, played, sailed and lived together. He is no murderer. On the other hand, I have been to St. Croix many times and I know how things work there. It's very hard to watch a good friend make a serious mistake and then see our judicial system, which barely works on its best days, compound all the errors until nobody has been served.

Hopefully Wax's appeal will be accepted in due time and he'll find another boat and another harbor. Meanwhile, please send him some of the dream material and maritime wit that makes your magazine so terrific. At least he'll know what's going on out here.

Stephen Cosbey  
San Francisco

*Stephen — We don't know whether your friend is guilty or not, but we do know that the violent and chaotic environment of St. Croix has claimed tens of thousands of victims — be they those who ended up on a slab, or in prison, or merely all the innocent children who've had the misfortune to be raised there.*

## ↑↑SHE LEFT A CLEAN WAKE

It's with sadness we read in the January Changes about the death of Osprey's Pat Muenzer. Although we have been readers of Latitude since "day one", we have never written before. But we would like to publicly extend our sympathy to Dick and his family. We only spent a short time with Pat and Dick in 1987, but like many cruising folk, they became instant friends.

We first met the couple at Mahon, Menorca (Balearic Islands) when we dropped anchor in the north end of the bay. After allowing us time to settle, they rowed over in their dinghy to introduce themselves. Pat and Dick then volunteered a rundown of the facilities and asked if we needed anything from shore. We soon discovered that Dick and Bob were both native San Franciscans

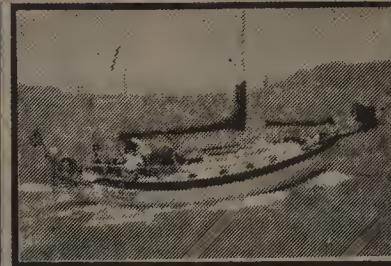
# BALLENA BAY YACHT BROKERS



Member BUC Yacht Sales Network  
The fast, convenient way  
to buy or sell your yacht.



MARINER 32



HANS CHRISTIAN MK II

1972. This is an exceptional example of this easy sailing, comfortable classic. Solidly built of fiberglass with the warmth and charm of wood below. 49 hp Perkins. Complete inventory and well maintained. **Have a look at \$37,000.**



TARTEN 33R

1984. This like-new beauty is fully equipped with Autohelm, VHF, Loran, stereo, windpoint/wind-speed, roller furling, 110 & 150, 2 anchors, dual anchor rollers, lines led aft, bimini and dodger. \$35,000.



CATALINA 30, 1983

Motivated owner. Your chance to own now — wants offers. **Asking \$54,500.**



ERICSON 27

1979. Yanmar diesel, roller furling, electronics, 2 sets sails. Ready for you to sail away. **Asking \$22,600.**



CATALINA 27

1977. Star electronics, Chrysler engine, full set of sails. Take her out for the day or week. **Asking \$14,900.**

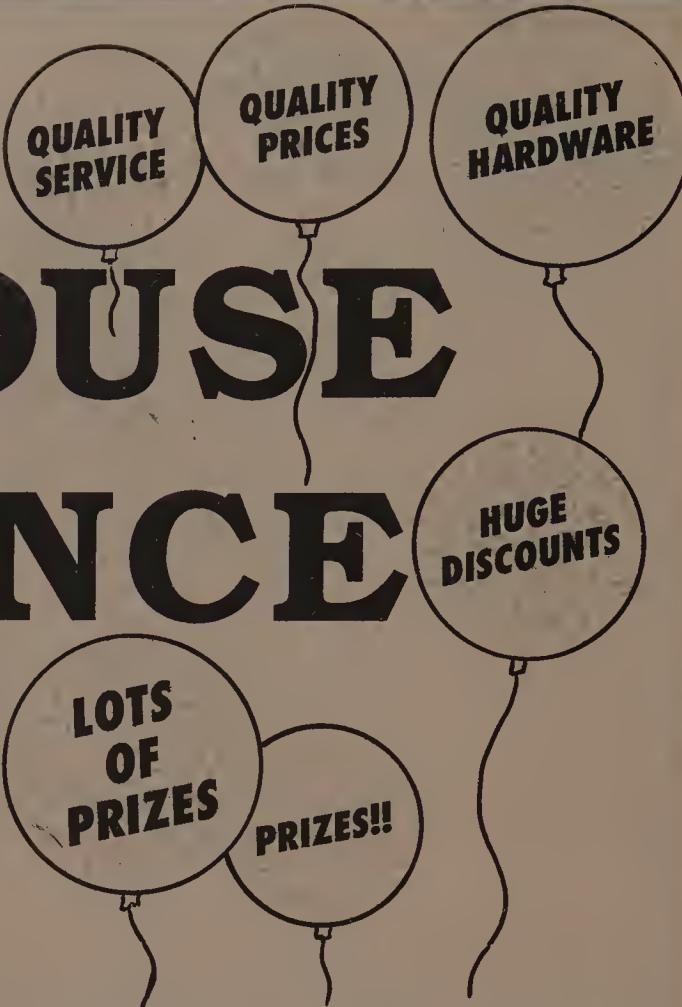


MACGREGOR 26

1989. Five months "new". Has trailer, roof cover, fully equipped with extras. Owner changed plans. **Asking \$15,000.**

**BALLENA ISLE MARINA**  
**1150 BALLENA BOULEVARD, ALAMEDA • (415) 865-8601**

# GIANT WAREHOUSE CLEARANCE SALE!!



ONE DAY ONLY!! \$1,000,000 INVENTORY  
1,000'S OF ITEMS AT BIG SAVINGS!!

Last Year Customers \$\$SAVED\$\$ Thousands!!

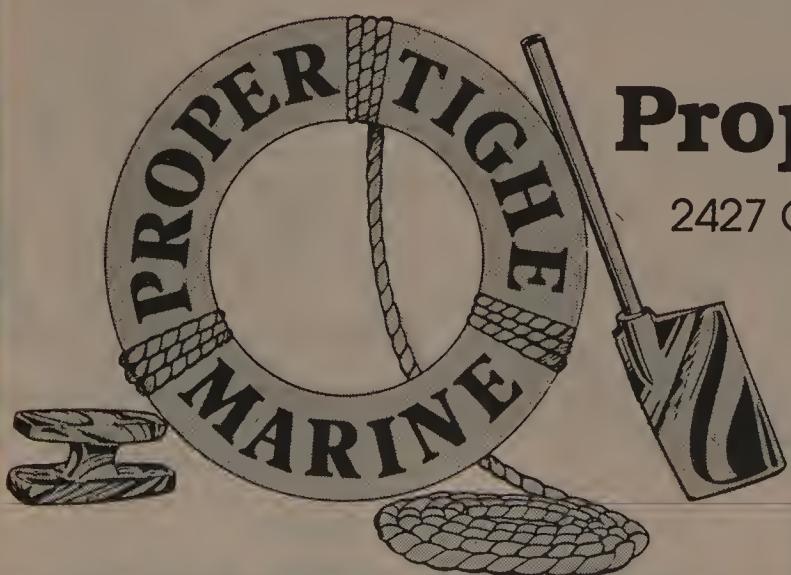
*Don't Miss It Again!!*

Mark Your Calendar -

Saturday, March 31st, 1990

8:30 a.m. to 4:00 p.m.

Come Early For Best Selection!!



## Proper-Tighe Marine

2427 Clement Avenue, Alameda, CA 94501

Easy To Get To:

Off 880 to Park Street Bridge -  
2nd Left Onto Clement, Go 50 Yards  
and Park ... Easy!!

Mon-Fri 8-5; Sat 8:30-4

**(415) 523-3143**

# LETTERS

(rare) and had grown up in the same era. It was hours later before they finally made it to shore.

We enjoyed their company during our week stay at Mahon and renewed their acquaintance several days later at the public quay at Palma de Mallorca. Like most cruising folk, Dick and Pat were on a restricted budget, but one evening they invited us to dine ashore with them at an inexpensive place they had heard about. We followed them through a maze of back streets and alleys and finally up some stairs to the top of the hill. Eventually we arrived at a large fence with a gate where the sign proclaimed: "El Cheapo Restaurant"!! Well Dick was right, it was cheap — but with good food and wine that tasted better with every glass.

The day they left Palma we had moved our yacht *Enshallah* to the marina. We watched Osprey weigh anchor, but as luck would have it a stray line fouled their prop. Dick immediately dove into the water and cut away the line — it was no big deal for this couple. They motored over to wave goodbye, both of them laughing and having a good time. We'll always remember them that way.

Dick and Pat sailed their 55-foot, three-masted boat from San Francisco on a circumnavigation that lasted eight years, always leaving a clean wake and smiling faces behind them.

Bob & Mary Dunne  
former owners of *Enshallah*, a 38-ft Rival  
new owner of *Soporific*, a 38-ft Dutch Trintella  
Wintering in Dubrovnik

## ↓ HAS JULIA CHILD TRIED THIS?

I've got a helpful hint here, but I'd just as soon not be called Heloise. It's for cruisers who have to run their engines an hour a day or more to keep the batteries up.

There are two requirements. First, you must be willing to run your engine the hour before dinner. Second, you must plan on having fish for dinner; say mahi mahi.

In this case you'd take four fillets that have been dotted with butter, then lay 'em on four separate sheets of foil that have been greased with a couple of tablespoons of butter. Splash a tablespoon of lemon juice over the four hunks of fish, then dust them with minced onion, a little tarragon and paprika — whatever suits your fancy. Then close the foil around the fish and wrap each piece again with two more layers of foil. When the engine is warmed up, stick the fish between the valve cover and exhaust manifold! That's right.

When your batteries are fully charged nearly an hour later, your fish dinner will also be done. Naturally you can vary the number of fillets and cooking time to match the situation.

This is not an original idea. I stole it fair and square from a book I got for Christmas called *Manifold Destiny*. It was written by Chris Maynard and Bill Scheller, a couple of guys who wrote it for folks who take car trips but don't like to eat at McDonalds all the time. These fellas are gourmet engine-cooks who don't particularly care for the old Dinty Moore heated-in-the-can routine. In fact, their book is peppered with simple and fancy recipes alike, including stuffed eggplant, candy-apple red chicken and capered lamb.

While I look forward to trying some of their ideas on my next road run, it dawned on me that engine cooking on a cruising sailboat is maybe an even more valid concept. Think of the stove fuel it would save. It would also make the rumble and heat of the diesel more tolerable on an otherwise quiet cruise.

An inexpensive little paperback, the book is a dandy gift for friends going cruising, whether they have refrigeration or not.

The one thing not included in the book is a friend's idea of the best food to have when all hell is breaking loose in a storm: open-faced peanut butter sandwiches. The beauty of them is that if you've suddenly got to use both hands, you can just slap the sandwich on the bulkhead and, guaranteed, it will stay there until

# BayRiggers

## It's Your Choice

*The average life expectancy of wire standing rigging is about 7 years. But a great deal depends on the quality of wire and fittings used, environmental considerations, and the actual swaging process. Bay Riggers offers a choice of wire, fittings, and swaging. And that choice is yours. Call now for a free consultation.*

### 1 x 19 Stainless Steel

At Bay Riggers we strive to provide the highest quality wire available. Our 1 X 19 is American made, type 302 stainless with Molybdenum added for greater corrosion resistance.

### Dyform Wire

For blue water cruisers and certain one design fleets, Dyform is an excellent choice. Made from type 316 stainless, it is stronger and more corrosion resistant than regular 1 X 19.

### Navtec Rod

Racers and cruisers alike benefit from minimum stretch and maximum corrosion resistance provided by Navtec rod. With no swage fittings to fail, Navtec rod is an excellent choice for ocean cruisers.



**(415) 332-5757**

2346 Marinship Way, Sausalito CA

# **FREE 'N EASY CRUISING RACING FAST 'N HIGH**



Sails made in the USA from top quality American fabrics at realistic prices backed by service that's second to none.

Call for a quote and find out about our money back guarantee.

**1(800) 229-6105**

67 LIBERTY SHIP WAY      SAUSALITO, CA 94965



## **SOLAR BATTERY CHARGERS**

Lightweight, Unbreakable, Dependable  
**IDEAL FOR MARINE USE**

Beautiful Blue Crystalline Cells, No Glass  
Mega Lite 5, 10, 18, and 30 watt Panels  
Twice as Efficient as the "Flexible" Panels  
(Half the size for the same power output)  
at 2/3 the Price and without the Power Loss  
that occurs in "Flexible" Panels

## **BEST PRICES ANYWHERE**

Speedy UPS Delivery. Visa/Mastercard OK

**ENERGY DEPOT**

Authorized Distributor for

**SOLAREX**

61 Paul Dr., San Rafael, CA 94903 (415) 499-1333  
7991 Folsom Blvd., Sacramento, CA 95826 (916) 381-0235  
Call Toll-Free 800-822-4041



**SPRINGFEST  
BOAT SHOW!**  
April 6-8  
at Village West Marina

## **SLIPS AVAILABLE**

**COVERED TO 60'  
OPEN TO 90'**

The finest facility on the Delta with 2 restaurants,  
cocktail lounge, fuel dock, guest dock  
yacht sales and service.

Located one mile off I-5 in Stockton.

## **VILLAGE WEST MARINA**

6649 Embarcadero Drive, Stockton, CA 95209

**(209) 951-1551**

Managed by Pegasus Group

# LETTERS

you get back.

Brooks Townes  
Lysistrata  
Sausalito

## ↑↑WHALE'S TALE

We had an experience with overly friendly whales at sea last September when sailing home from Hawaii aboard Stephanie Kearns' Vancouver 25, *Forward*. I was asleep below when she yelled as if the disaster had already happened. Half bleary-eyed, I went on deck to see two sperm whales, who seemed very much in love, alongside our boat. We finally decided they were probably a cow and calf.

But then to our horror, what must have been the daddy headed our way at full steam from about 200 yards off. Now, sperm whales have an unmistakable big lump on their heads like a Roman war galley, so after making the identification we did what any sensible defender would have done: put on a Mozart cassette at full volume. With that the cow and calf drifted away and daddy took a dive.

There's no scientific proof that Mozart actually saved us, but from then on the whales kept their distance and only followed us for a short time longer.

Encounters with whales and otherwise, my 'significant other' Wendy (who is pregnant with another 'significant other') and I would like to make another ocean cruise, this time aboard *Iris* our Columbia 29 MKI.

Hugh Freebairn  
Berkeley

*Hugh & Wendy — With regard to your future plans, we're sure you'll be interested in the Riley family's recent circumnavigation aboard a Columbia 24. See Changes in Latitudes for their story.*

## ↑↑THERE WAS MORE TO THE RESCUE STORY

I'm writing, albeit a little late, to provide some additional information on the September article regarding the rescue of the *Pandemonium* crew after the boat's keel fell off during a return trip from Hawaii. There is more to the rescue than was in your article.

When the Singapore Airlines 747 captain picked up the ELT (aviation for EPIRB) signal, he reported it on HF to Aeronautical Radio in Foster City. The report then went by computer through Chicago to the Oakland Air Route Traffic Control Center in Fremont. The message was printed out on paper at the appropriate sector for the flight.

A Developmental Controller on only her second day of training did not understand what an ELT was, and started to throw the message away. The instructor seated behind her stopped her and asked to see the message. After reading it and explaining the significance of the report, he gave the message to the Area Supervisor and Coast Guard San Francisco was alerted.

The Singapore 747 (SIA11) only received the ELT for one minute. The next report of it came four hours later, by which time a C-130 was already enroute to the area.

Were it not for the vigilance of Jeff Fray, the training instructor, the crew of *Pandemonium* would have surely spent the night on the ocean — if not worse. Mr. Fray received a Letter of Commendation for his alert actions; I gave him a copy of your article.

I'm retiring from the FAA next month and will be heading for the Persian Gulf to earn some money to buy a boat. If all goes well I'll be sailing through the Greek Islands in about three years. I'm really going to miss your fantastic magazine!

Les Grove  
Fremont

*Les — Thanks for that 'rest of the story' — as well as the kind words.*

**YANMAR**  
YANMAR  
1 GM-10  
2 GM-20F  
3 GM-30F  
4 JHE  
M-25  
M-30  
M-60  
M-80T  
Perkins engines  
ENGINE SALE!! . . . Call For Prices.

**Atomic 4 Special**  
**Rebuilt Universal**  
**SALE PRICE \$2350**  
WITH REBUILDABLE CORE IN EXCHANGE ONE-DAY INSTALLATION AT SHOP RATES.

**GENERATORS**  
**NORTHERN LIGHTS**  
**Onan**  
We Sell, Install & Service  
The World's Best Generators!  
Call for Quotes

**QUALITY SERVICE FOR YOUR CLASSIC OR CONTEMPORARY YACHT**  
Complete: Keel • Hull • Paint • Spars and Rigging  
Electronics • Hardware • Engines • Generators  
Repair / Sales for: Yanmar • Universal • Perkins •  
Westerbeke • Pathfinder • GMC • Detroit • Caterpillar  
Northern Lights • Onan  
**Richmond Boat Works**  
616 W. CUTTING BLVD., RICHMOND, CA 94804  
**(415) 232-5800**

# GRAND RE-OPENING

**CABLE MOORE/FAMET MARINE  
ANNOUNCES**

- NEW LOCATION
- EASIER ACCESS
- EXPANDED INVENTORY
- EXPANDED FACILITIES

WE HAVE SOME OF THE MOST COMPLETE  
YACHT RIGGING AND SERVICES  
IN THE BAY AREA.

NEW LOCATION – SAME GREAT PRICES!

## CABLE MOORE

1425 5TH STREET  
OAKLAND, CA 94607  
**(415) 272-0218 FAX 415-272-0829 FAX**

HOURS: MON-FRI 8-5; SAT 8-4

EASY ACCESS –  
DIRECTLY ACROSS FROM  
OAKLAND WEST BART STATION  
1/4 MILE FROM I-880 IN OAKLAND  
STOP BY AND SAY "HELLO"!!

# LETTERS

## ↑↑THE BASIS OF THE MYSTERY EXPLAINED

During a recent business trip to London I was fortunate to spend some time at the truly wonderful Greenwich Maritime Museum. This museum is so big and full of interesting artifacts and exhibits that it really overwhelms the casual visitor. While wandering through, a video caught my attention.

Although I read *Latitude* regularly, I don't remember if the great mystery of 'knots' versus 'knots per hour' was ever fully explained. If it wasn't, this letter should do so.

Get yourself a fishing reel type device, one where a constant amount of friction is applied to the drum. Spool a long line onto the drum, attaching a weight to the free end. From here you need a little experimenting, but from these basic ingredients you can easily make yourself a device that measures boatspeed in knots. As you sail along you toss the weight overboard. The boat's forward motion will put pressure on the weight and pull the line that's wound on the reel. Depending on your boat speed, a varying amount of pressure is applied to the weight in the water. The higher the speed, the more pressure is applied, and the more line is played out from the reel.

Imagine sailing at one nautical mile per hour. A fixed and constant amount of line would be pulled off the reel. At two nautical miles an hour the same thing could happen except that more line would be pulled out. If you made a knot on the line to indicate how much line was pulled out for each of these speeds, you'd have a 'knotmeter'. To determine speed you simply count the number of knots on the line played out; for example, 'five knots'. Which is where the term 'knots' came from.

Over time mariners experimented and perfected this device around coastal areas where distances were known to them. Simple, but it probably took a lot of experimenting to get the calibration just right. History is amazing, isn't it?

Jukka Ailio  
aboard Sampo  
Redwood City

**Jukka** — We haven't been to the Greenwich Maritime Museum, but we imagine that must have been the exhibit of the very earliest 'knotmeters'. Once halfway accurate timepieces were available, 'knotmeters' became even simpler. All mariners had to do was throw a floating object off the stern with a line attached. By measuring the amount of line that went out (usually measured by evenly spaced knots in the line) in a given time, it was a matter of grade school math to convert it to nautical miles covered in an hour. It's a very quick and simple procedure for modern sailors with malfunctioning speedos who don't feel confident judging their boat's speed by feel.

The 'knots controversy', however, is not about how the word 'knot' came into use, but whether or not it's proper to say a boat is going "X knots per hour". Precise people object to the usage complaining that it's akin to saying a car is going "55 miles per hour per hour". Ordinary language advocates claim that such nit-picking is gratuitous except where scientific precision is an absolute requirement and that such advocates should cool their jets a bit.

As for us, we've had all the 'knots per hour' controversy we need for this or any other incarnation.

## ↑↑LOOKING FOR INDENTURE

I heard about a book or something that tells how to get a job on a cruiser or some kind of ship. Can you please send me more information about this? I would like to work in exchange for travel.

Clint Ballinger  
Arlington, Texas

**Clint** — There might well be a book like that out, but if there is we're not familiar with it.

# 70 YEARS

## COMBINED EXPERIENCE SELLING, INSTALLING AND SERVICING Raytheon MARINE ELECTRONICS

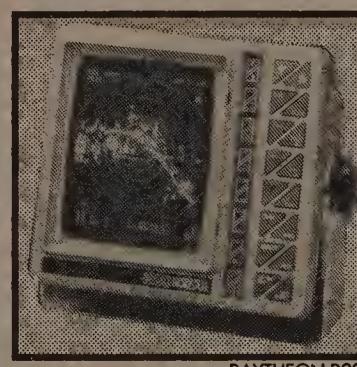
**Raytheon** SINCE 1937

**BAYTRONICS** SINCE 1973

Together we've come a long way, always providing Northern California boater's with the world's best marine electronic products and the best possible sales and service.

**Raytheon & BAYTRONICS**

*you can't buy a better product  
from a better dealer.*



**RADAR  
SALE!!**

We have just six  
of our 1989  
Raytheon small boat  
radars remaining.  
Call today as these  
new full feature  
radars, just right  
for your boat,  
won't last long!!

**BAYTRONICS  
CORPORATION**



Sales • Service • Customer Installation  
2228 Livingston • Oakland, CA 94606

**(415) 533-5300**

Offer Expires April 1, 1990

\*Applies to stock items

# Two Sides To Every Story

Sailors rarely agree on any topic, except when it comes to *Offshore Cruising Encyclopedia*. Both professionals and enthusiasts concur that this is the single most important reference volume ever produced. But don't take our word for it...listen to what they're saying.

## The Experts Comment

"If you are equipping, buying, or building a boat the Dashew's reference work will prove invaluable. Every serious sailor ought to have this book." Chuck Paine, Naval Architect

"*Offshore Cruising Encyclopedia* is destined to become the standard reference for all sailors preparing to sail offshore. Vast experience shows in every page. The hundreds of photos and illustrations are invaluable. You won't find any other cruising text that can compare." George Day, Editor, *Cruising World*

"This may well be the best value in practical cruising information. An unprecedented collection of good ideas and answers to cruisers' questions. There is a revelation on every page." Freeman Pittman, Technical Editor, *Sail*

"This book is definitive. It's easily the most informative sailing book we've ever read...this is about as close to a bull's-eye as you can get!"

Richard Spindler, Publisher, *Latitude 38*.

"The finest, most authoritative, and complete guide to ocean voyaging. The Dashews share knowledge they have collected over years of sailing and designing their own yachts, and every bit will enhance our safety and enjoyment aboard."

Jack Somer, Senior Editor, *Yachting*



## Our Readers Comment

"Your books will save me not only time and money in putting my cruise together but will insure my safety aboard. Thank you so much." Lebo Lebichuck

"Thanks for telling the facts as I would expect reality to be. Your books are so detailed that I have turned them yellow with highlighter pen...I am most appreciative of product brand names. What works or doesn't is most important." J. David Hay, D.D.S., P.C., Dunwoody, GA

"I must admit that I never thought I would read an "encyclopedia" from cover to cover, but I found the book fascinating and filled with a large amount of useful information. Obviously this type of book needs to be re-read at specific times as thoughts occur and as troubles develop; we plan to put it onto our own sailboat." Fred Rapp, Ph.D., Hershey, PA

"...it is all the press releases say it is. Your *Offshore Cruising Encyclopedia* fills a need for those of us needing a trusted first hand account of what to expect when cruising offshore...a standard that will remain current over the years and stand alongside other notable works such as Chapman's and Bowditch. Thank you for the new book." Allen Rice, San Bruno, CA

"Your new Offshore Cruising encyclopedia is a must for the cruising yachtsman. Thanks for a greatly needed publication. David Fraser, President, Fraser Yachts, Newport Beach, CA

## The tide is about to turn... Special offer ends May 15th

Never before has this much information been provided in such a compact and usable form... this is truly a milestone in marine publishing. Order now and save over \$20.00. At a mere \$64.50 it's easily the best value in marine publishing today. But beware, our introductory price ends May 15, 1990. This is your last chance to save on this soon to be classic. And, as an added benefit we'll include our best selling *Bluewater Handbook*, a guide to defensive seamanship, for just \$19.50 when ordered at the same time (a \$29.95 value). If you don't think these books are the best cruising investment you've ever made return them within 30 days for a full refund!



**Offshore Cruising Encyclopedia**  
832 pages, 790 photos and illustrations, 943 topics, water resistant cover. \$79.50 retail. Just \$64.50 until May 15th, 1990.

## ORDER TODAY

**1-800-933-2331 Ext: 34**

(Continental U.S./Canada, 24 Hours/Day - 7 Days/Week)

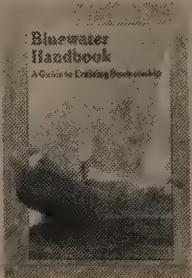
Beowulf Publishing Group  
323 Matilija Street, Suite 112-34  
Ojai, CA 93023  
(805) 653-7208

MasterCard VISA

California residents add 6.25% sales tax.

## Bluewater Handbook

369 pages, 185 photos and drawings, 238 topics. \$29.95 retail. Just \$19.50 when ordered with Offshore Cruising Encyclopedia.



# LETTERS

If English is your only language and you want to work in exchange for travel on yachts, the most promising places are St. Thomas or Antigua in November. You show up at either spot looking as 1. responsible, 2. intelligent, and 3. physical as possible. You start out with the best job on or around a charterboat you can get, which will probably be a grunt job. But after a couple of weeks you'll know half the people around, and if you have a decent amount of 1. and a little bit of 2 and 3, it won't be long before people start taking notice of you.

We recently met a novice Irish sailor in Antigua who had done just that. He'd started out as a \$100/week varnisher on a 120-foot schooner that actively charters for \$35,000/week. He didn't have a day off in the six weeks he was aboard, but he did his work well, learned everything he could, and thus had been noticed. As such he'd just been offered and accepted a significantly better position. In other words he had paid some of his dues and was on his way.

If you started in November, by the end of the high season (late April) you'd know the bow from the stern and scores of people. You and your acquaintances would also know of scores of boats headed back to the Med, to the East Coast, or to Panama. Even if you'd been a half-assed worker for the season you wouldn't have any trouble getting a ride to where you want to go.

The work is hard, the money is lousy, but the weather and adventures are without parallel. There's one and only one way to 'apply' for such jobs: show up in person.

If you've got a little bit of money of your own to take care of expenses, you might try signing on with a private yacht. Signing up with the Latitude Crew List is a good way to get started.

## ↑↑GETTING STRAIGHT ABOUT THE PACIFIC NORTHWEST

Let's be sure to get this straight: be suspicious of anyone who's told you that the Pacific Northwest is in any way decent boating country. It just ain't so and you're free to spread the word far and wide. Expound on it, embellish it, and if possible make it a regular feature of your magazine. Gosh, life can be harsh enough for folks without setting out for the perceived Promised Land of sailing only to find they'll need fur-lined wetsuits instead of plain old foul weather gear.

Puget Sound and the British Columbia coast, you see, only emerge from the cold and impenetrable sea fog bank when the otherwise prevalent frigid torrential rains are on tap. Sunshine and warmth are only to be found south of the 40th parallel where the grass is browner.

And if California mariners still want to come north, they'll have to traverse the waters of the Oregon and Washington coasts, legendary for their inhospitable temperament. The ocean route is actually preferable to the overland route up Highway 5, where Washington state Department of Revenue agents, intent on taxing the seacocks out of any northbound vessel, lurk behind almost every tree. It rains some on that road, too.

But come on up if you will; the water's fine. There's plenty of it, too.

Allen Martin  
Miserable in Friday Harbor

Allen — There's a whole lot of misinformation about the Pacific Northwest that gets spread around California. Why, there was a bullshitter from Puget Sound who was trying to tell us you could buy a nice four bedroom home in the Pacific Northwest for less than half a million. He must have thought we Californians are still living in the '60s.

But things can't really be as bad as you say, can they? We suppose it's our journalistic obligation to make our way up there this summer and check it out. By the way, any good surfing waves around Friday Harbor?

# Yacht Insurance

## Sail & Power Boats 26-ft and Up

★ Private Pleasure Yachts ★

★ Skippered Charters ★

★ High Value

Yacht Specialists ★

★ World Wide Coverages ★

★ Direct with Lloyds ★

★ Ocean Crossings ★

★ Mexican Yacht Insurance ★

Agent for the  
CLASSIC YACHT ASSOCIATION  
and for the  
MASTER MARINERS  
BENEVOLENT ASSOCIATION

## CAPITAL WORKSHOP INSURANCE AGENCY

PEGGIE FOSTER  
GRACE LOONAM  
456 Montgomery Street  
Suite #1000  
San Francisco, CA 94104

(415) 981-8200



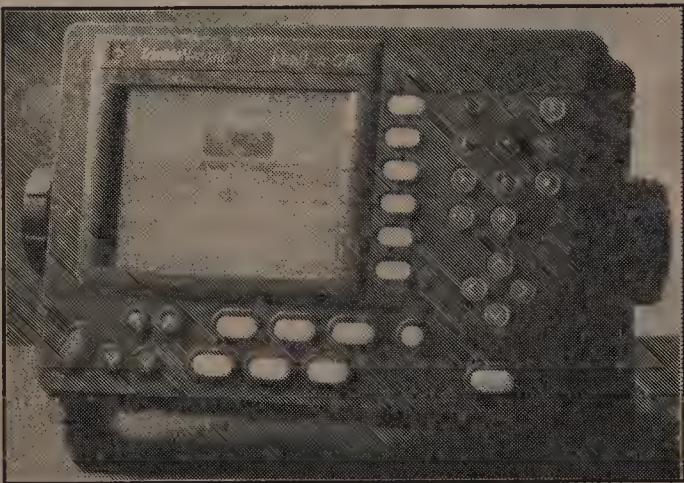


**Trimble**

**GPS**

**Navigation**

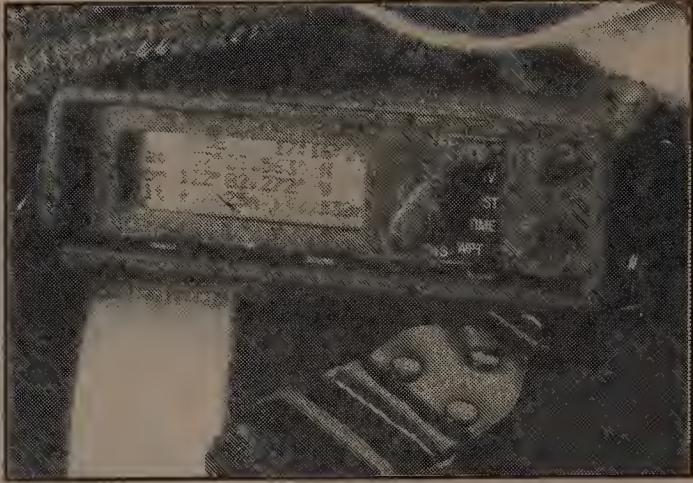
Nav Trac GPS Graphic Receiver



Simplifying Navigation Through Graphics

List \$5,995.00    **Sale \$4,395.00**

TransPac Handheld GPS Receiver



The Ultimate In Portable Power

List \$3,995.00    **Sale \$2,995.00**

**ASK ABOUT  
DOUBLE THE MANUFACTURERS WARRANTY • FREE FINANCING**

ALAMEDA  
2317 BLANDING AVE.  
(415) 865-3777

**JOHNSON HICKS**  
Marine Electronics

SANTA CRUZ  
333 "C" LAKE AVE.  
(408) 475-3383

# FURLEX

**In a big blow  
it's the best**

Exacting Swedish engineers have patented a bearing system to make headsail reefing and furling easier when you need it most.

Everything is included for complete installation — from stanchion blocks to split drum — and our worldwide dealer network backs up our five year guarantee.

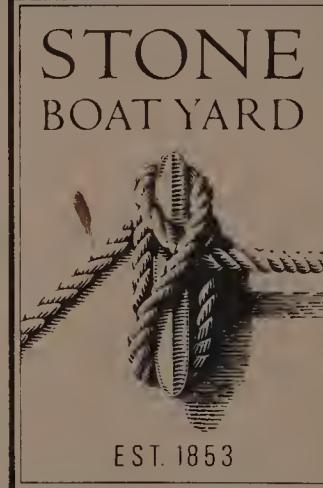
We'll put you in touch with your nearest dealer.  
Write or call

**Sailsystems**

P.O. Box 1218  
Marblehead, MA 01945  
Telephone (617) 639-0440



FOR  
RACERS  
AND  
CRUISERS  
20' TO 70'



EST. 1853

STONE is the oldest boat yard on the West Coast — and, we think, still the best.

We especially invite you to bring us all those unsolvable problems, no matter how small — and, given our newly refurbished 420 ton marine railway, no matter how big.

**STONE BOAT YARD**  
2517 Blanding Ave.  
Alameda, CA 94501  
(415) 523-3030

# LETTERS

## ↑↑THE A-WARD CREW

We'd like to thank Bennett Woll for honoring members of Martinez Marina's A-Ward in his letter you published way back in September of 1989. As publisher of the A-Ward News, I am pleased to respond to your request for the names of "the good folks at A-Ward" so you can send out those t-shirts. I hope you've got a lot of t-shirts.

It's not surprising that Bennett couldn't remember the names of all those who helped as everyone here is known as 'Dr. Smith'. But that's another story.

It was Wells Hoeltje who was monitoring the radio at the time Woll first needed help, and Wells is the Good Samaritan who went out in his skiff to pick up the impeller and rush to the marine stores in search of a replacement. A very concerned, caring and dependable person, he's the kind of guy who is always willing to help anybody in distress. (He's also a terrific husband!)

The other wonderful, generous and good-hearted skippers who were onboard and helped were: Sam Crabtree of *Catch the Wind*, George Barber of *Blue Water*, and Ron McClendon of *Astral*.

The truth is that almost anybody on A-Ward would have helped a fellow mariner in trouble because this is a special neighborhood where we do stuff like that because we are 'boat-people'. We are a family here on A-Ward and are fortunate to have a good working relationship with our esteemed Harbormaster, Barry 'God' Wysling; his right-hand, T.D. Berry; and, the rest of the staff of the Martinez Marina.

Our Marina Commission and our City Council have been supportive and very helpful to the folks who reside here in the marina. Martinez is a unique town, a place where people matter. I'm awful proud of it!

We of A-Ward cordially invite you and your folks at *Latitude* to come up for a visit sometime. Weather permitting there's usually a BBQ lit in the evening and my husband makes a great spinach salad. I can also offer you a hot tub soak because Well built a spa into a 26-foot lifeboat as his wedding present to me. (He's still working on the square-sail rig and the remote controls.) Ask about my present to him at your own risk. We hope all sailors know that Martinez is a nice stopping off point halfway to the Delta. There are usually guest slips available.

Kathie Anne Hoeltje  
Sailing Vessel: *Brass Rose*  
Soaking Vessel: *Hot Tub Boat #1*  
Martinez Marina

## ↑↑MIKE & MELISSA: THE SAGA CONTINUES

Somehow things got screwed up and I didn't get a bill for my subscription renewal. Here's my \$20, so please rush me the latest issue. Living in the desert is tough enough, but living without *Latitude* is like living without sailing.

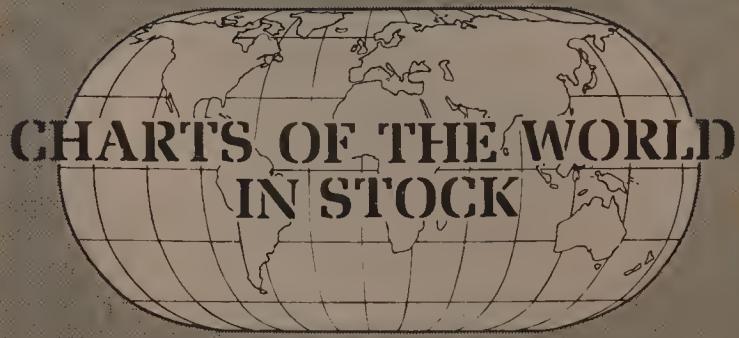
I'll forgive you for not sending a bill this time because I met the woman of my dreams thru the Crew List. Yes, it's the continuing saga of Mike the ex-biker and Melissa the nuclear physicist.

We have been sailing my Flicka Serendipity on Roosevelt Lake in Arizona; it's not the ocean, but it beats not sailing at all. We're leaving on March 9, however, to spend at least six weeks sailing the Sea of Cortez together.

Currently I'm in Los Alamos, New Mexico, visiting Melissa. There is this white stuff on the ground and it's colder than hell! She took me out yesterday and attached these two long skinny things to my feet, drug me to the top of a big hill, and pushed me down! And I thought she loved me. Anyway I haven't been that cold, wet and scared since I was caught in a Norther.

Have fun and we'll probably see you at Baja Ha-ha in a few months.

P.S. from Melissa: He loved every minute of the skiing experience.



## Charts are our business . . .

So our large inventory covers most of the world. We carry National Ocean Survey, National Oceanographic and British Admiralty Charts.

We also stock all the publications and navigation books that you need and Pilot Charts, Loran, Omega and plotting charts are on hand.

And we sell sextants, chart tools, compasses, clocks, barometers, chronometers, computers, logs and binoculars.

Please call us for your requirements.  
We are at your service.

## TRADEWIND INSTRUMENTS LTD.

MARINE NAVIGATIONAL INSTRUMENTS

2540 BLANDING AVENUE ALAMEDA, CA 94501

(415) 523-5726

Sailors who can afford to pay  
full price for sails  
never do...

instead, they've discovered  
Hard Sails USA

The best quality and prices in USA today  
40% less than you'd expect to pay.

A FREE Top Secret color brochure tells you  
HOW TO FLY A CRUISING SPINNAKER

... answers your questions on furling systems and how to select the right one for your boat; how and which sail to add to your inventory next (cruising or racing), and most important, explains in detail how we can offer the same quality of product and service as your present sailmaker (in many cases, better quality). That's huge dollar savings to you.

Mail the coupon below for your FREE Top Secret color brochure and register to win a free cruising spinnaker or genoa.

Win a FREE cruising SPINNAKER or GENOA  
PRIZES AWARDED QUARTERLY  
and you could also win a

STORM JIB or SAIL COVER PRIZES AWARDED MONTHLY

More boats are cruising with Hard Sails USA today than any other sail in the world.

HARD SAILS  
USA

Mail this coupon or call:  
1-800-341-0126

Mail this to: Hard Sails USA, Dept. LM  
137 Preble St, PO Box 1868, Portland, ME 04104

YES, I'd like to win a FREE

for my \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State \_\_\_\_\_ Zip \_\_\_\_\_

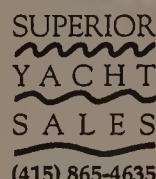
Phone \_\_\_\_\_

during business hours

# SAIL INTO MARINA VILLAGE

## We Want To Introduce You To The Bay's Premier Yachting Center

Home Of:



Arena  
Yacht  
Sales



Dealer for MacGregor Yachts  
(415) 523-9292  
See ad page 97

BILL  
GORMAN  
YACHTS

(415) 865-6151  
See ad page 187

Featuring  
the best  
maintained  
used  
cruising  
boats

MARYLAND NATIONAL BANK  
MARINE FINANCING  
(415) 522-7739



WORLD YACHT CENTER  
(415) 521-5636

Sailing Lessons & Charters

HORIZONS  
Charter & Yachting Association  
(415) 521-5370  
See ad page 134



## Much More than Just a Marina

- Prime estuary location
- Protected deep water slips 28-72-feet.
- Wide, stable concrete piers
- Buyers and sellers — Marina Village is the place to buy or sell with loads of new and used power and sail boats at our docks.

Numerous additional services — yacht clubs, deli, nearby shopping center, restaurants . . .

If you're buying, selling or just going sailing, you should visit Marina Village. You'll find the drive easy, the parking easy, the people friendly and the sailing terrific. Look for the ads of Marina Village businesses in this issue.

## MARINA VILLAGE

A DEVELOPMENT OF VINTAGE PROPERTIES

Now Renting Premier Deep Water Slips In All Sizes

Call Harbormaster's Office  
**(415) 521-0905**

# LETTERS

P.P.S. Bullshit!

Mike & Melissa  
The Southwest

## WE'RE NOT A YACHT CLUB . . . WE'RE A FUN CLUB

The Club Cruceros de La Paz was formed into the late spring of 1988 by Jay Ramos and a handful of cruisers. Jay's idea was to provide a place for the cruisers to gather socially and have a good time. Thanks to Jay and the Coppolas we have been enjoying the facilities of the Los Arcos Hotel for almost two years now.

We enjoy and maintain a very relaxed atmosphere at our meetings. We have no dress code or any hard line rules and regulations. We are a cruising club made up mostly of transient members. We came down to Mexico to relax and have fun. Call ours a 'laid back' organization if you will . . . we do.

Our membership now numbers over 550 and is still growing. The club is a great place to make new friends, exchange information or just sit around and tell stories. We have come a long way from the club's conception, thanks to a lot of good-hearted, fun-loving people and a lot of imaginative ideas. Throughout the year we come up with a lot of different ways to have fun. Some of us get together to play tennis (our local pro, Dulcinea Ray, is in his early 70's), some play ping pong at the Los Arcos Hotel, and some play volleyball at the Gran Baja beach. Sometimes members sail out to Ballandra to go snorkeling or fishing. We can waterski just outside the anchorage or go swimming off the El Mogote.

We also have fun while helping the community. There's the dinner and auction to raise money for our Christmas Drive and a Water Balloon Festival that raises money to send the local Pentagonal Group to Mexico City. We've even put on a golf tournament here in La Paz. Since there's no course we had to create a four-hole on the El Mogote sand spit for the Guerrilla Golf Tournament and pig roast. Guerrilla golf, by the way, is played with a pitching wedge in one hand and a machete — to help find your ball — in the other.

Most of the club's ideas developed in a comfortable, close and friendly 'watering hole' called El Molino. It's also been the host to many birthday parties, dances and even the wakes of three very good friends and fellow cruisers who passed away while living here in La Paz.

Regardless of whether the ideas were conceived at El Molino or at a club meeting, the intentions have always been the same: to provide fun and promote goodwill amongst ourselves and the community in which we now reside.

We're not a bunch of raucous drunks blowing off steam or getting crazy or gassed. Some of us who live here permanently are very conscious of our behavior. We chose to live here not just because of its charm or warmth or beauty, but because of the great friends we have made. Like the owners and employees of places like El Molino's or Carlos 'n Charlies, or Abaroa's Boatyard. These people make you feel like you're part of their family. Speaking for myself, I am very comfortable and very happy with my new home.

There is only one way for people to really find out what the Cruising Club of La Paz or the beautiful city of La Paz is really like — and it's not by reading about it. You have to experience it first hand. Maybe it's time to put down the books and put up your sails. See you at Baja Ha-ha Sail Week.

P.S. Sorry Barb and Bill of Sea Foam; at our last meeting the membership unanimously agreed . . . that you should go west!

Jimi Murillo

Commodore, Cruising Club of La Paz

## I'D LIKE TO NOMINATE MY MOTHER-IN-LAW

I'd like to recommend my mother-in-law, Olive Balding, for a Roving Reporter T-shirt.



## PICK UP SPEED

VC17m Antifouling isn't called SPEEDSKIN for nothing.

Any hull with a need for speed will benefit from this drag reduction coating.

VC17m has been developed over years of applied research as a friction reducing coating. From the Formula Power Boat circuit to the Whitbread Round the World Race, VC17m has become the paint of choice for Grand Prix boat racers the world over.

The friction reducing property of VC17m is a function of its fluorocarbon base (TEFLON® is a well known trademark and has the lowest coefficient of friction of any substance available). This creates a super smooth surface.

Spend your boat for the last time. VC17m requires no sanding between coats or seasons. Launching can be done immediately or after several months without affecting the antifouling properties.

VC17m combines this super smooth, super thin TEFLON® base with a copper biocide, making VC17m the fastest antifouling paint on the market.



The TEFLON® Antifouling People

EXTENSOR, 2270 MORRIS AVENUE, UNION, NJ 07083 TEL: (201) 686-1300

TEFLON® is DuPont's reg. trade mark

© Extensor AB 1989

# Emery Cove Marina

LATITUDE 37° 50' 20" N

LONGITUDE 122° 18' 30" W

## The Perfect Location!

- Convenient to San Francisco and the East Bay.
- 30 to 60' double-fingered berths.
- On-site security and card key system.
- Showers, toilets, washer and dryers.
- Water, telephone and 30 or 50 amp electricity each berth.
- Dock boxes.
- Pump-out stations.
- Rate: \$4.50/ft downwind, \$5.00 upwind



For more information on the Bay's finest Marina, call (415) 428-0505.

Or, write for more information:  
3300 Powell St., Emeryville, CA. 94608.

### WHERE TO PICK UP A *Latitude 38* WHEN YOU'RE NOT IN THE BAY AREA

#### OREGON

PORTLAND MARINE EXCHANGE

#### NEVADA

THE MERCHANT MARINE

#### IDAHO

COLUMBUS & CO.

#### WILMINGTON

MULLER MARINE

#### SAN DIEGO

NEIL PRYDE SAILS  
FOLSOM MARINE

#### SAN LUIS OBISPO

SAN LUIS WATERSPORTS

#### DANA POINT

DANA BOOK & NAVIGATION  
WEST MARINE PRODUCTS

#### MORRO BAY

CENTRAL COAST SAILMAKERS  
MORROW BAY MARINE

#### SALINAS

SMITH'S MODERN MARINE

#### SANTA ROSA

SAWYER'S NEWS  
WIND 'N SKI  
SKOV'S BOATWORKS

#### SONOMA

MAURY'S YACHT SALES

#### FORT BRAGG

DOLPHIN ISLE MARINES

#### ISLETON

OWL HARBOR MARINA  
BRUNO'S ISLAND

#### WALNUT GROVE

HIDDEN HARBOR MARINA  
CRAWDADDY'S  
CAFE & FUEL DOCK

#### REDDING

PEARSON'S MARINE

#### EUREKA

BOAT UPHOLSTERY BY COYLE  
DAVENPORT MARINE  
KDF ENTERPRISES  
SAIL-A-WAY SAILBOAT SALES  
WOODLEY ISLE SHIP SHOP

## Rigging Specialists

We are experts at solving your  
rigging & deck layout problems.

### Complete Chandlery

Large, in-stock selection  
of fittings, fasteners,  
hardware and marine  
supplies. Fast,  
personalized service  
on special  
orders.

**Richmond  
Yacht  
Service**

351 Brickyard Cove Rd. Point Richmond  
Call: Rich Weirick  
(415) 234-6959

# LETTERS

This grand 72-year old lady had never been out of the United States until two years ago when she flew to see us at Runaway Bay, Queensland. Recently she visited us in Greece. Both times she brought along *Latitudes* supplied her by Pacific Marine Supply of San Diego. And she's promised to bring us a third bundle next winter — wherever she might have to come to visit us. Since these are the only two times we've seen *Latitudes* during the past few years, my mother-in-law's visits have been most welcome.

For anyone headed to Greece, Camper & Nicholson at 26 Amerikis St., Box 393, Rhodes, Greece, is a reliable mail drop for yachts. But just don't expect to find a place to moor here in the summer without a lot of hassle. It's quite a pleasant place in the winter, however, with Kingfishers and Dabchicks [?] in the harbor and a welcome lack of crowds and charter yachts. Even the normally dour Rhodes shopkeepers wear a smile.

Jess Balding  
Heart of Gold

**Readers — As always, we're happy to provide our international couriers with Roving Reporter T-shirts.**

## ↓↑TIME FOR A NEW ELECTION?

Is it time for another election for the 'President of the Pacific Ocean'?

There is no question that Merl Petersen was an excellent replacement for the late President Spike Africa. However I think it's time for a new election.

I never sailed with Spike, but I have sailed with both President 'Pete' and my new nominee, Peter Sutter — assuming he is still afloat.

The only question I have about Sutter is "Where is he?" Assuming he is still in the middle of the ocean — as a good President should be — I am then looking for someone to second my nomination and tell me where he is.

Can anyone help me in this matter? I miss him and sincerely hope he is enjoying all of his 'Saturdays'.

Jim Thompson  
Rainbow

**Jim — We find that the more we gain wisdom with age, the more we want to avoid politics of any sort.**

At last direct word, 'Every day is Saturday Sutter' was absolutely enjoying life exactly the way he's been doing it for about the last five years: roaming around the Pacific and helping others. However we've recently heard two separate rumors that he was returning from the South Pacific. One had him buying some land up by Rio Vista. Another had him cruising the canals of Europe. Of course, he said he was coming back four years ago, so who knows what is happening.

We'll keep you posted.

## ↓↑BUY HERE OR BUY IN THE CARIBBEAN?

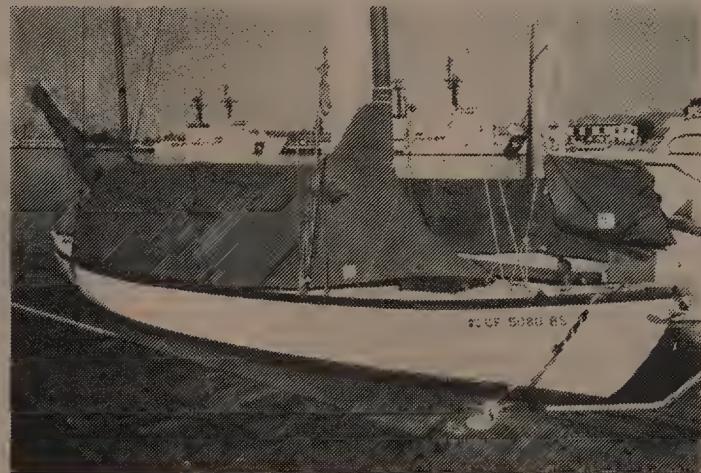
My wife and I live in California, but after a bare-boating experience in the Virgin Islands we have had a dream of spending a year or two island-hopping through the Caribbean. We are finally ready, able, and committed to 'just doing it'.

We do not, however, own a boat. We're looking for something in the 32 to 38-foot range. We don't necessarily need a cruise-ready boat as we can afford some time to get her into shape, but we want a structurally sound boat with pleasing lines.

Our original plan was to move to Florida to start our search. But I wonder if it might not be a better idea to go straight to St. Thomas to start looking for a boat. Could you please comment on the advantages and drawbacks of a sailing purchase in each location?

Mark Krauska  
Montgomery Creek, CA

# Cover Solutions



**Honalee** is a narrow, low boomed boat. Les, her owner, wanted a cover that would not only protect her but would allow him ample room underneath to spend time aboard. He also wanted it easy to remove. Our Solution: Arched fiberglass rod support and aft door entry.



**Katie Too** needed a cover that would keep her dry while in the water. Solution: Fiberglass battens sprung between the gunwales and a snug fitting cover.

# HOGIN SAILS

*Beautiful, Durable and Fast.  
The best cruising sails made anywhere.*

New Sails & Covers • Repairs & Recuts  
Sailboard Sail Repairs • Used Sails



In the Alameda Marina at  
1801-D Clement Ave. • Alameda, CA 94501  
(415) 523-4388

Mon-Fri 9 a.m. to 5 p.m. • Sat 10 a.m. to 2 p.m.

# PACIFIC YACHT IMPORTS

Features the  
new Tayana 47  
designed by  
Robert Perry



#### Principle Dimensions

|      |       |           |           |
|------|-------|-----------|-----------|
| LOA  | 47'0" | Sail Area | 995 sq ft |
| DWL  | 40'3" |           |           |
| Beam | 14'6" |           |           |

# TAYANA

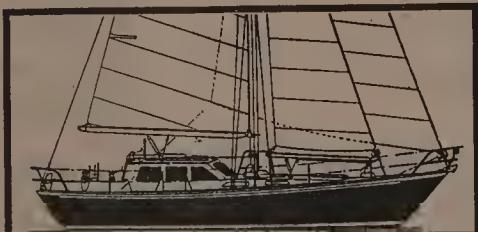
## PACIFIC YACHT IMPORTS

IN REGARDS TO OUR SERVICES, WE SELL AFTER MARKET GEAR SUCH AS ELECTRONICS TO OUR BUYERS AT COST. DELIVERY CAN BE TAKEN AT ANY PORT OF CALL AVAILABLE FROM KAOHSIUNG, TAIWAN.

DUE TO THE EXTENSIVE MODIFICATIONS THAT ARE OFFERED TO TAYANA BUYERS, WE INCLUDE ONE TRIP TO THE FACTORY UPON COMPLETION TO INSURE THAT THE BOAT MEETS YOUR EXPECTATIONS BEFORE DELIVERY.

Pacific Yacht Imports knows each customer has specific needs for their yacht. Interior design from cruising to live-aboard, deck equipment for single handling or group encounters of the worst kind. Call or visit us to discuss your specific needs for your next boat.

## TAYANA YACHTS



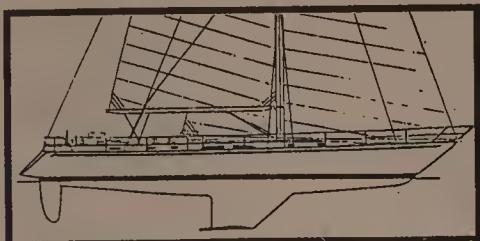
**TAYANA 42.** The new pilothouse Vancouver 42. Designed with your needs in mind. Base Price \$155,000.



**TAYANA 52.** Robert Perry's favorite design, that's why Lowell North is cruising his Tayana 52 in the South Pacific. Center cockpit, Aft-cockpit, Base Price \$236,000. OVER 70 BOATS BUILT.



**TAYANA 55.** The most luxurious 2 or 3 stateroom models available in the world. Base Price \$280,000. OVER 60 BOATS BUILT.



The new **TAYANA 65.** The ULTIMATE in offshore Performance Cruising. Center or Twin Cockpit. 15KW diesel generator, Grunert refer, microwave, windlass. Base Price \$590,000.

## PACIFIC YACHT IMPORTS

15 Embarcadero Cove  
Oakland, CA 94606

**(415) 533-4244**

FAX (415) 865-6243



# LETTERS

Mark — The big advantage of shopping in Florida is that it's so inexpensive and easy. Invest two weeks and \$1,000, and without much trouble you can see every 32 to 38-foot boat in the entire state. If the boat needs work, parts, expert advice or quality repairs, all are readily available at low prices. Transfer of ownership would be a snap. The one big problem with buying a boat in Florida is that it still leaves you with a 1,500-mile beat down 'the Thorny Path' to the Virgin Islands, at which point you're still only at the gateway to the good parts of the Caribbean. But trust us, you don't want to buy a boat and spend a year fixing it up in the Sunshine State. You'll go nuts.

There are a lot of good deals on boats in the Caribbean with absentee owners, but the problem is finding them. There's bunches of boats spread out all over St. Thomas, St. Martin, Antigua and Guadeloupe, but then there's also thousands of other boats around the other islands. And no matter where they are, almost all of them are out at anchor. Tracking them all down would be very time-consuming and expensive because inter-island fares are high, taxis eat money, and inexpensive accommodations are hard to find. A thorough boat hunt through the Lesser Antilles would be a sailor's dream — if not for the fact it would be so darn expensive.

Nonetheless, it's still possible to have a ridiculous offer accepted on a boat laying unused in the islands. But if she needs much work, she may not be the bargain you think. Just about everything but outboard motors is very expensive in the Caribbean, even at the duty-free islands. We once bought a propane stove at West Marine Products and paid another \$350 to air freight it to the Virgin Islands; we still saved over \$400 on local prices! Ordering parts from anywhere but St. Thomas, St. Martin and Antigua is almost impossible, and long delays are the norm. And since the Caribbean is the scam center of the universe, you can't trust anyone. You can't assume, for example, that diesel engines being sold as new aren't really rebuilt. You can't assume, for example, that boatyards carry insurance. You can't assume, for example, that somebody won't try and sell you expensive replacement systems when just a \$10 part is needed. Labor is tricky, too. There are some really competent and honest folks, but there are also scores of people passing themselves off as experts who only have a little bit of knowledge — which we all know is a dangerous thing.

Having said all this, we'd probably check Florida first for the boat of your dreams. If you don't find the right boat at the right price and you really know boats, you might consider flying to the Caribbean. Advance calls to yards and/or yacht brokers in St. Thomas and Antigua would be a good idea. If you've got to have a metal boat, you want to check out the French boats in St. Martin, Martinique and Guadeloupe. They're usually poorly finished and dirty as hell, but they are metal.

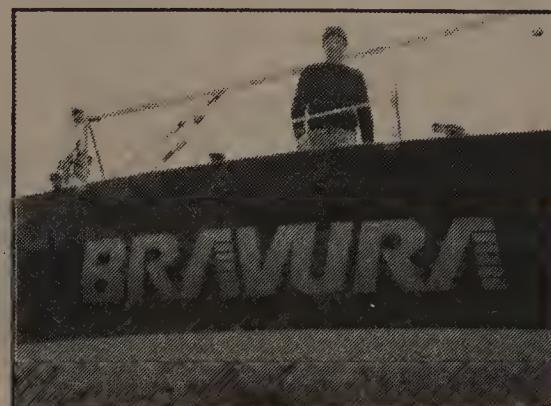
The best time to shop the Caribbean is June and July, right at the start of hurricane season. Florida has more of a year round market. Happy hunting — and please keep us posted on how it turns out.

## WE MADE A SMALL GAMBLE AND WON

In response to the questions about health insurance in my article of December 1989, no, we did not have any health insurance. We thought about it for about 10 minutes when we saw the premiums and then decided to take our chances. Our reasoning was that we are both fairly young (40 & 43) and in very good health. As neither of us had used our insurance when we were employed, we felt the odds were in our favor.

We did, however, carry an extensive medical kit including pain killers, casting material (a gift from a friend) and even an IV set-up from another nursing friend who was afraid I might become dehydrated because I suffer from seasickness. As it turned out, the only things we used from our kit were the band-aids, aspirin and some tetracycline tablets.

Our craftsmen are highly skilled in the use and application of modern paint systems, welding and machining of marine alloys, plumbing and pipe fittings, engine rebuilding or complete systems installation.



We will furnish written, competitive bids for all of your repairs and refit needs. Please come by and inspect our full service yard and equipment. Our staff will be happy to discuss your ideas for cruising, racing or building. Call for quotations on complete and guaranteed osmotic blister repairs and LPU paint jobs.

## SANFORD-WOOD BOAT YARD

530 West Cutting Blvd. "RT 580"

Pt. Richmond, CA 94804

(415) 236-6633

SANFORD • WOOD



## Penetrating Light Power and a Compass as steady as a Rock

Identifying markers or buoys in low light or pointing out an exciting object often needs the brightest optics and the steadiest compass. There is no other binocular with this perfect combination of penetrating lightpower, waterproof ruggedness, long-lasting precision and the steadiest, most well illuminated compass: Steiner-Germany. World's No. 1 Military-Marine Binocular. Send \$1.00 for our new Marine binocular catalog and buying guide.

**Steiner, The right gear for the right man.**

# STEINER



Pioneer Marketing & Research

U.S. Marketing Office for Steiner, W. Germany, 216 Haddon Ave.,  
Westmont, NJ 08108, (609) 854-2424 • (800) 257-7742

In Canada: Steiner Optik Canada, Inc.  
500 Ouellette Ave., Windsor, Ont., N9A 1B3, (519) 258-7263



The new Commander RS2000.

# STEINER BINOCULARS

### Dealers In Your Area:

**ALAMEDA:**  
Johnson-Hicks  
Svendsen's

**OAKLAND:**  
West Marine Products

**SAN PEDRO:**  
Mike's Marine  
Port Marine  
West Marine Products

**DANA POINT:**  
Kettenberg Marine  
West Marine Products

**OXNARD:**  
Coast Chandlery

**SAN RAFAEL:**  
Marin Outdoors

**FAIRFIELD**  
Marin Outdoors

**PALO ALTO:**  
West Marine Products

**FAIRFIELD:**  
Marin Outdoors

**HUNTINGTON**  
BEACH:  
Ajax Marine  
Sport Chalet

**PASADENA:**  
Ford Enterprises  
Sports Optics

**SANTA BARBARA:**  
Coast Chandlery

**PETALUMA:**  
Marin Outdoors

**SANTA CRUZ:**  
Johnson-Hicks

**SANTA ROSA:**  
Marin Outdoors

**LA CANADA:**  
Sport Chalet

**SAN CLEMENTE:**  
Phantom Marine

**LONG BEACH:**  
Shoreline Marine  
Chandlery  
West Marine Products

**SAN DIEGO:**  
Kettenberg Marine  
Pacific Marine Supply  
San Diego Marine  
Exchange

**SAUSALITO:**  
BC Navigation  
West Marine Products

**MARINA DEL REY:**  
Ships Store, Inc.  
West Marine Products

**SAN FRANCISCO:**  
West Marine Products

**STOCKTON:**  
West Marine Products

**NEWPORT BEACH:**  
Kettenberg Marine  
Oceanview Instruments  
West Marine Products

**VENTURA:**  
Coast Chandlery

## SURPLUS SAILS

### SPINNAKERS

- S-90-1, 3/4 OZ., TRI-RADIAL, MERIT 28, LUFF 37'2", FT 18'8", NEW, RWB - \$595
- S-90-2, 1/2 OZ., TRI-RADIAL, MERIT 28, LUFF 37'2", FT 18'8", NEW, RWB - \$595
- S-99, 1.5 OZ., NORTH, LUFF 68'6", FT 50', EXCELLENT, RWB - \$950
- S-115, 1/2 OZ., TRI-RADIAL, WATTS, LUFF 60'5", FT 35'4", EXCELLENT, R&W - \$595
- S-90-3, 1.5 OZ., TRI-RADIAL, NORTH, LUFF 73', FT 36'4", VERY GOOD, R&W - \$695
- S-188, 3/4 oz., TRI-RADIAL, BAXTER-CICERO, LUFF 28', FT 21'5", NEW, W&G - \$395
- S-189, 3/4 oz., TRI-RADIAL, STANTON, LUFF 37', FT 20'10", EXCELLENT, B&W - \$395
- S-193, 1/2 oz., RADIAL HEAD, COMBER, LUFF 32'4", FT 19', EXCELLENT, B&W - \$345
- S-24, 3/4 oz., WATTS, LUFF 64', FT 38'6", VERY GOOD, RED, \$595
- S-35, 3/4 OZ., LUFF 49'8", FT 49'8", VERY GOOD, WHITE - \$795

### HEADSAILS

- H-671, 7 OZ., CAT 36, LUFF 44', LEECH 41'3", FT 21'6", NEW, SLOT/ROLLER FURL - \$695
- H-680, 6.5 OZ., CAT 34, LUFF 43'6", LEECH 41'2", FT 20'7", NEW, SLOT/ROLLER FURL - \$695
- H-676, 6.5 OZ., CAT 36, LUFF 44', LEECH 41'6", FT 41'6", NEW, HANKS/FURL - \$695
- H-454, 6 OZ., COMBER, LUFF 49'8", LEECH 44', FT 26'3", EXCELLENT, SLOT - \$595
- H-496, 4.5 OZ., COMBER, LUFF 49'6", LEECH 44'5", FT 18'2", VRY GD, WIRE/NO HANKS - \$395
- H-583, 4.5 OZ., OLSON 30, LUFF 36', LEECH 34'3", FT 18'3", VERY GOOD, SLOT - \$195
- H-90-11, 4.5 OZ., LUFF 36', LEECH 35', FT 26', NEW, HANKS - \$445
- H-6, 8 OZ., LUFF 56'3", FT 27'6", EXCELLENT, SLOT - \$695
- H-695, 5 OZ., LEE, LUFF 48'6", LEECH 46'2", FT 27', VERY GOOD, HANKS - \$495
- H-90-16, MYLAR/KEVLAR, MERIT 28, LUFF 37'10", LEECH 35'2", FT 17'11", NEW, SLOT - \$500

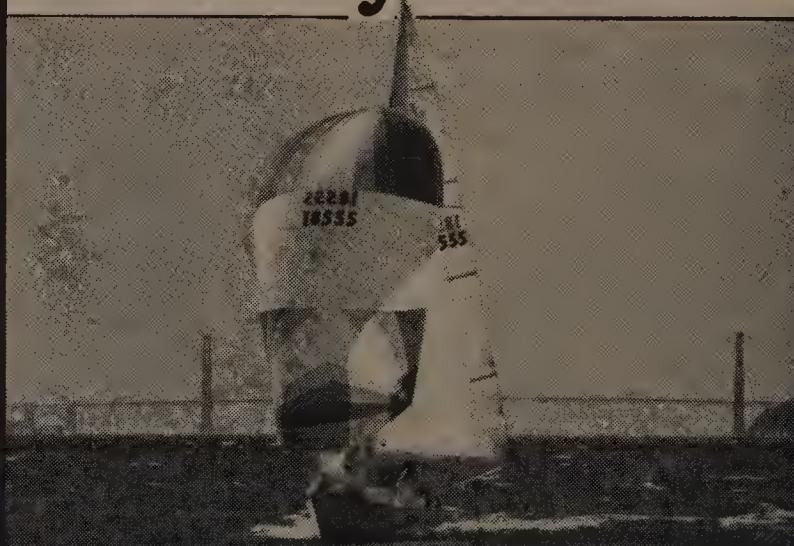
### MAINSAILS

- M-488, 7.5 OZ., AMERICAN, LUFF 22', LEECH 23'4", FT 7'6", NEW, SLIDES/ROPE-FT - \$195
- M-490, HORIZON, TANZER 22, LUFF 22', LEECH 24'6", FT. 8'6", NEW - \$165
- M-382, MYLAR/KEVLAR, ULLMAN, LUFF 30'6", LEECH 33'6", FT 10'6", EXCLNT, 2 REEFS - \$235
- M-472, 6 OZ., G-CAT 5.0, LUFF 26'2", LEECH 24'5", FT 8', NEW, FULL BATTEN - \$175
- M-257, 5 OZ., STAR, LUFF 29'6", LEECH 31'8", FT. 14', EXCELLENT, SOBSTDAD - \$275
- M-94, ETCHELLS 22, LUFF, 32'6", FT 11'5", EXCELLENT, SLOT - \$250
- M-389, 7.5 OZ., LUFF 28'2", LEECH 29'4", FT 8'9", EXCELLENT, SLOT - \$195
- M-394, 5 OZ., LANCER 25, LUFF 23'7", LEECH 24'9", FT 8'4", NEW, SLIDES/ROPE-FT - \$195
- M-437, 5-0-5, LUFF 20'5", LEECH 8'8", EXCELLENT - \$95
- M-449, 6 OZ., NEWPORT 27, LUFF 30'6", LEECH 32'3", FT 10', EXCLNT, PLASTIC SLIDES - \$295

### MINNEY'S YACHT SURPLUS

2537 W. Coast Hwy., Newport Beach, CA 92663  
(714) 548-4192

## Berkeley Marina



### Gateway to the Golden Gate

Location • Location • Location

Some choice berths are available

— Check With Us First —

Full Service Marina • Full Facilities

**Berkeley Marina**

201 University Ave., Berkeley, CA 94710

(415) 644-6376

# LETTERS

Most of the cruisers we met in our age group or younger did not carry any health insurance. Those in their 50's and up were more likely to have some kind of coverage.

But in short, we made a small gamble and won. But the decision is up to each individual.

Linda McNamar Sweeny  
Lady McLin  
Seattle / St. Petersburg

## THANKS, WE NEEDED THAT

I just want to thank the crew of *Bravura* for stopping to give us a tow from Alcatraz back to Richmond in early January. It would have been a long cold night had they not stopped.

Marc Fountain  
*Wind V*, Etchells 22

## THE QUICK WAY TO COMPUTE THE COST OF CRUISING

I am writing in response to your December article on the cost of cruising. After a little more than a year of cruising from San Francisco to New Zealand aboard a 39-foot steel cutter, I'll direct my comments specifically at those of us who indulge in common vices. As always, uncommon vices cost extra.

My past year's expenditures work out roughly like this: half for the boat and half for me. Of the half for me, one half (or one quarter of the total) went for common vices such as liquor, tobacco and gluttony. The other half went for normal food.

If you want to look at it another way, multiply your 'vice' expenditures by four and voila, there's your cruising budget.

Should you have some more expensive vices, use the formula anyway and at the end of the year you will have enough surplus to fund a memorable party.

Tom Scott  
*Nepenthe*, Folkes 39 steel cutter

Tom — Your's is a pretty clever way of figuring calculating costs, but we wouldn't want to have you do our taxes.

## MARINER WITHOUT A MANUAL

In March of 1989 I purchased a 1979 Balboa sailboat without ever having been on a sailboat before. Needless to say it was an interesting summer — one that included a 24-hour marathon race on Lake McConaughy during a wild thunderstorm. Called the Trans-Mac Challenge, the commemorative T-shirts aptly read "Survivor".

What I am looking for is an owner's manual (a xerox would be fine) for my boat — or the address of someone who is very familiar with the Balboa 21. I have the 'kitchenette' model with a swing keel. Finding information and assistance on sailboats is hard to come by in the state of Nebraska — and that's putting it mildly. Thus I would greatly appreciate the assistance of any of your Bay Area readers.

Mark L. Bryanil  
Nebraska

Mark — We've love to try and help you out, but we can't really read your last name and you forgot to include a return address or phone number. We can imagine how alone you must feel being a sailor in Nebraska, but in all honesty, we doubt that the 'owners manual' — if there ever was one — would tell you very much.

## SEEKING NOTEWORTHY PACIFIC PASSAGES

I am currently in the San Francisco area doing research for a book I am writing on outstanding sailing voyages.

While in Tahiti last June I met a woman from the Bay Area who had made a remarkable singlehanded passage from New Zealand to Tahiti on a boat called *Sola*. The boat had been badly damaged in a gale and was later struck by lightning. The lightning blasted a hole

**D**oyle has made a startling discovery that's bringing in the silver on everything from Optimist Dinghies to maxi ocean racers.

Working with Delft University, we've learned that the fastest sails — no matter what their size — have elliptical aerodynamic loaded. In other words, they have just the right vertical distribution of shape.

Doyle's unique flexible membrane design allows us to build elliptically loaded sails for any size boat, providing a clear edge in speed. And the results prove it.

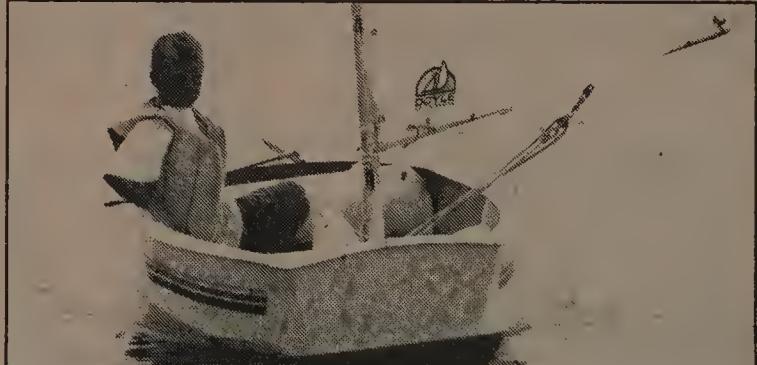


## Doyle wins big.



Doyle elliptically loaded sails helped the 80-ft Frers maxi-boat, "Congere", dominate the 1988 Bermuda Race.

## Doyle wins small.



Doyle elliptically loaded sails helped take first in Optimist Dinghies at Marblehead Race

### MORC Internationals

First Overall — *No Surprise*

Four of the next six finishers had Doyle Sails

Five of the top five production boats had Doyle Sails

### Globe Challenge

Bertie Reed — *Grinaker*

All Doyle Sails

Mike Plant — *Duracell*

Doyle spinnakers

### Whitbread Around-the-World Race

24 hour monohull record — 408 miles set by *Fortuna Lights*

### Bermuda Race

First to Finish — *Congere*

First Overall — *Congere*

Performance Trophy — *Congere*

First Overall in IMS — *Cannonball*

### European 12 Metre Championship

First — *New Sweden*

### IMS Santa Cruz 70

New record set in Halifax

Monhegan & Vineyard — *Starlight Express*

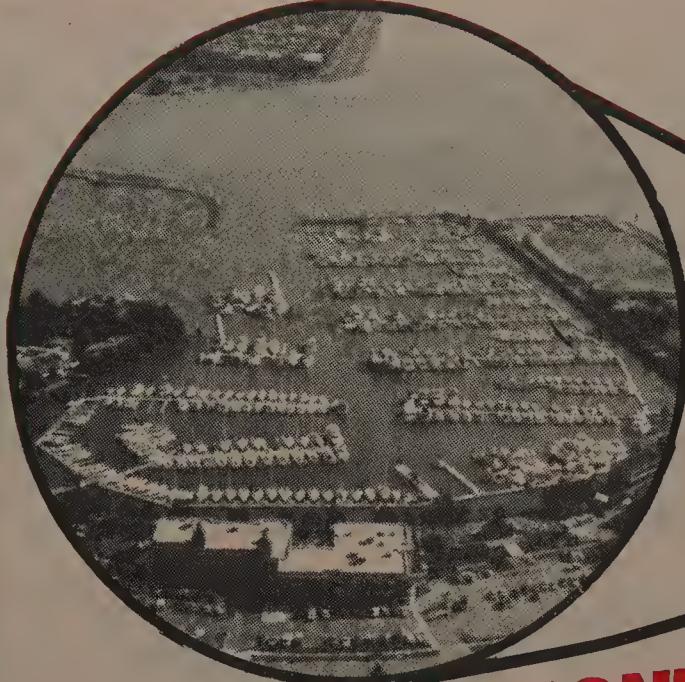
### Carlsburg Single Handed Transatlantic

First Class C — *Curtana*

### Optimist Dinghy Class Marblehead Race Week

First — *Banged Up*

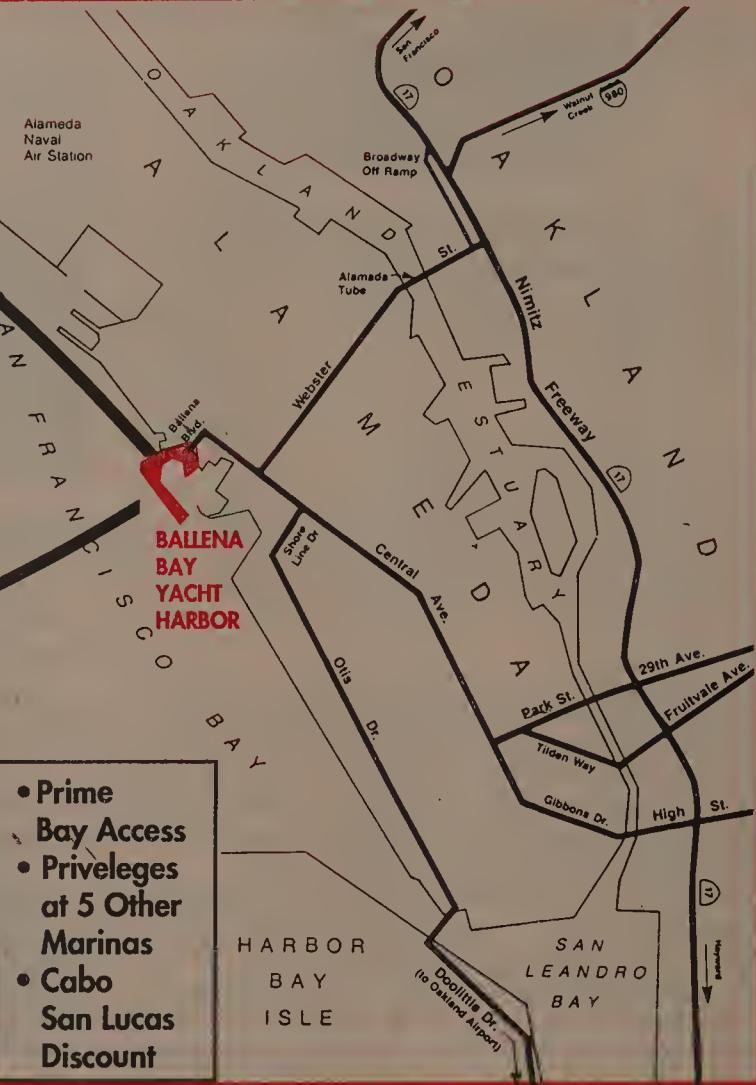
Michael Rogers, 804 Kennedy St., Oakland, CA (415) 533-6980  
San Diego (619) 226-2131; Newport Beach (714) 675-0982



**FREE FOURTH MONTH!!**  
CALL FOR DETAILS!!



**Ballena Isle Marina**  
1150 Ballena Blvd., Alameda, CA 94501  
**800-675-SLIP**  
**(415) 523-5528**



- Prime
- Bay Access
- Privileges at 5 Other Marinas
- Cabo San Lucas Discount

Donate your boat to  
the Sea Explorers



### Power or Sail

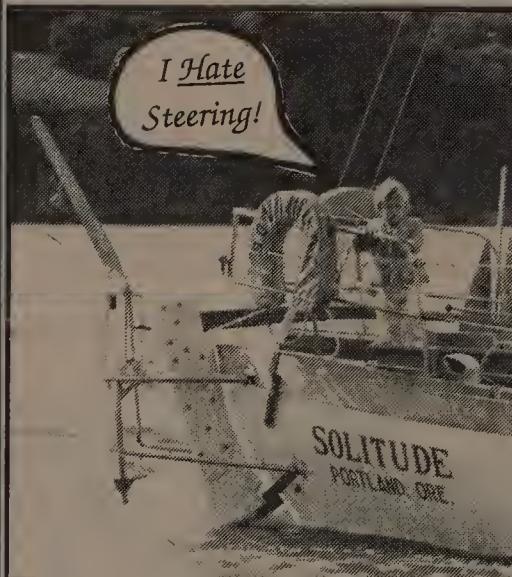
- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
  - Eliminate broker fees, advertising and berthing.
  - Help instill the love of the sea and boating into the youth who participate in sea exploring.
- Sea Explorers are looking for any craft, power or sail, in serviceable condition.

Contact: Dave Dunakin  
**(415) 638-3600**

Sea Scout Division  
San Francisco Bay Area Council



### WE SPECIALIZE IN SELF-STEERING



SCANMAR manufacturers three vanes, each using a different principle and suitable for different boats and steering systems:

The **MONITOR**  
All stainless steel servo-pendulum gear. Outstanding in last BOC.

The **auto-helm**  
Auxiliary rudder with a trim tab

The **Saye's Rig L**  
Trimtab on the main rudder

In addition, we sell the French NAVIK, which is a double servo-pendulum gear. Our files contain thousands of installation drawings, photos and feedback from 20 years experience. Our advice is the part of our package that does not have a price tag and it may be the most valuable part. If you cannot visit us, you should write, call or fax information on your boat and your cruising plans. We might have photos and installation drawings from a sister-ship. Our free 22-page "crash course" on self-steering will help you understand this part of sailing that is so confusing to many sailors.

Factory Direct **SCANMAR MARINE PRODUCTS**

298 Harbor Drive, Sausalito, CA 94965  
**PHONE: (415) 332-3233 FAX (415) 332-0957**

## LETTERS

in the boat's bottom as well as damaging her compass and electronics.

The skipper's first name is Ornaith and I believe that her last name is Murray or Murphy, but I cannot find her in any local phone books. If any of your readers know where I can find her, please drop a line to Chris Ryder, Box 13314, Suite 208, Oakland, CA 94661.

I am also interested in hearing about any other noteworthy passages, preferably in the Southern Ocean or the South Pacific.

Chris Ryder  
Oakland

**Chris** — We published a letter of Ornaith's a few months back but don't have her address. Perhaps one of our readers can help.

### ↑↑DENIED ANY DESIGN CHANGE

In order to varnish my boat I had to remove my man-overboard pole from its normal location on the backstay. It was attached in a manner common to most sailboats, in that the upper end was inside a sleeve of canvas that held it parallel to the backstay.

During removal the connector, which joins the upper part of the pole to the lower part of the pole, snapped into two. It appeared that the connector was much smaller than it should have been, assuming the loads likely to be encountered during a real man overboard situation.

A visit to the San Diego West Marine Products store proved this suspicion correct. The manufacturer had in fact completely redesigned the connector — as recent stock showed. The store manager, Sue, suggested a call to Forespar.

The general manager at Forespar did not offer and help or suggestions, and in fact denied that any 'design change' had occurred — even though we could very clearly see that one had.

To make the rest of the story short, Forespar refused to re-fit another connector or warranty an obviously defective product of their manufacture. After a little thought on Sue's part, West Marine replaced the pole free of charge. My hat is off to them for providing the service when even the manufacturer would not.

Barry Rietz  
San Diego

### ↑↑START US UP, WE'LL NEVER STOP

Your last issue, #152, reeked of nostalgia. It made me dig through the dusty corners of my garage to see if I still had some oldies. I found three thin issues, #27, #29 and #30 of 'The Northern California Sailing Sheet'. Although the months were indicated, there was no year. It was probably 1979.

It was interesting to check the ads back then. Classy Classifieds were only \$10, but you have a much better rag today. How about running a story about how you got this thing started?

Mick Dousman  
Alameda

**Mike** — It made us nostalgic, too. To be honest, we could have put together our "Greatest Hits of the '80s" about twice as fast if we could've stopped rereading all our old stories.

Anyway, the back issues you possess — veritable collector's items by now — are indeed from 1979. If memory serves us, we didn't begin putting years on the cover until January, 1980.

As for the origins of Latitude 38, we can barely remember them ourselves at this point.

### ↑↑KNOTSENSE

The destiny of mankind is inextricably linked with the question: What is, or is knot a not. Hopefully this letter will put to rest all the arguments on both sides. The suspicion, however, is that it will only add to the confusion. Nevertheless, pay attention to the following:

# The Main Idea

The concept is not new. Our approach to an in-the-boom reefing and furling system is. We've called it Stoboom™ because that's exactly what it does. The main sail rolls up neatly inside the boom. The days of going forward to reef are over. The profusion of jack lines and zippers strung above the boom are gone. So, too, are sailcovers and sail ties. What you gain is the clean, handsome look of a low profile, "bare" boom. Your mainsail is safe from sun and storm. And you have the time you used to spend handling sails to enjoy sailing.

# STOBOOM

Stoboom makes sailing easy. Stoboom gives you more control of your mainsail, without any loss of performance. It makes matching sail area to wind conditions simple. You just do it! Pull the main halyard, and the sail unfurls like magic from within the boom. To reef or furl the mainsail, simply ease the halyard tension, put a handle in the Line Driver™ winch, and turn. Your mainsail is instantly and infinitely reefable. A few more turns, and it is furled neatly and compactly away, safe from sun and storm inside the Stoboom. Unfurling, reefing and furling take only seconds with a Stoboom.

That is the main ideal



CALL FOR  
SPECIAL  
INTRODUCTORY  
PRICE

HOOD

HOOD SAILMAKERS

466 Coloma Street, Sausalito, CA 94965

(415) 332-4104 (800) 727-6246

FAX 415-332-0943

861 West 18th Street, Costa Mesa, CA 92627

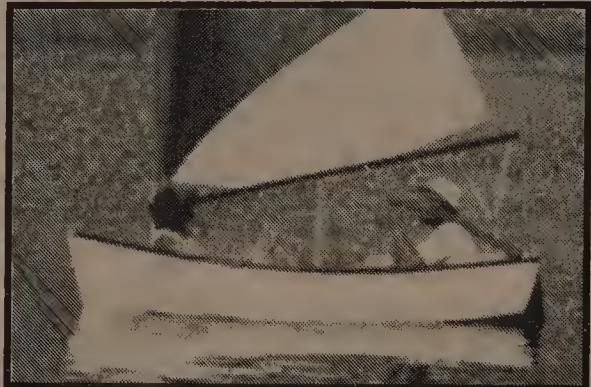
(714) 548-3464 (800) 678-6246

# LEARN TO SAIL ... ABOARD OUR TRADITIONAL SMALL CRAFT

In addition to our complete chandlery, we specialize in small used or new sailing dinghies and rowboats. All are excellent trainers for kids and adults, also great as tenders for your larger boat or to car-top.

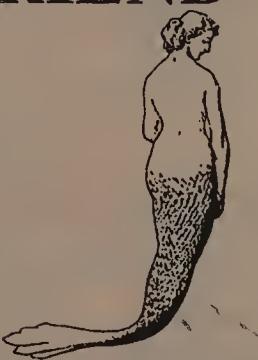


Swampscotts



Dinghies

## THE BOATERS FRIEND



Easy  
Access  
at

805 University Ave.

(Next to Spenger's in Berkeley)

**(415) 848-4024**

Mon.-Sat. 9-5   Fri. till 6

### Some not as new boats (Used but still beautiful)

10' PBJ Sailing Dinghy (used twice)  
12' 1980's Rushton Lapstrake Pulling  
Boat, Maine built 1988 - Gorgeous.

Call for newest arrivals  
or to sell  
your small boat!!

## New Boat Dealers For:

**AEOLUS Boats** - 18' St. Lawrence Skiff, Whitehall Boat, 15' Peapod, 18' Grand Banks Dory, 12' Semi Dory, 8' Fore 'n Aft Skiff (at our showroom).

**PBJ DORY Co.** - 8' and 10' Dover Dory - sailing & rowing models (at our showroom). 16' Norska, 16' Swampscott Dory - new bare hull.

**GORDIE NASH Boats** - Swampscotts, Dinghies, Whitehalls (at our showroom)

## HOW FAST ARE YOU GOING?

You need to know, if you want to optimize your racing or cruising performance.

IF

- You don't have a knotmeter
- You have a knotmeter, but it doesn't work
- You have a knotmeter that works, but you'd like to have speed displayed somewhere else.

### THEN READ ON

We sell a line of knotmeter components tailored to your needs. It is based on a durable, digital display unit that is compatible with your existing knotmeter system. Replace or supplement your existing electronics easily and economically with our Model FMP-110WP which is powered by your vessel's electrical system or install our FMP-110B which contains its own 9 volt transistor battery power source.

Or start from scratch by purchasing our FMP-200 package complete with bronze flush-mount paddle-wheel sensor. Again, the unit can be powered either by ship's power or by its internal battery source. Just specify FMP-200SP or FMP-200B.

**FASTECH MARINE PRODUCTS**  
Distributed by:  
Zendex International Corporation  
Dept. 28, 6780 Sierra Court  
Dublin, CA 94568

Information and Ordering:  
(415) 828-3000  
FAX 415-828-1574  
Dealer Inquiries Invited



*Oyster Cove  
Marina*

Berthing at Oyster Cove Marina  
makes boating easier, more  
convenient and more enjoyable

- Berths 30-ft to 60-ft
- Water, Electricity and Telephone
- Heated Dressing Rooms and Showers
- 7 Day HarborMaster Office
- Double Finger Concrete Slips
- 24 Hour Security Patrol
- Laundry Room
- Complimentary Ice
- Magnetic Card Entry

### LIVEABOARD BERTHS AVAILABLE

(Limited Number)

**385 OYSTER POINT BOULEVARD  
SOUTH SAN FRANCISCO  
(415) 952-5540**

# LETTERS

A knot is knot a knot when it's tied up in a piece of string, absolutely knot. Better yet, it is knot a knot when travelling through liquid, such as water. Otherwise a knot is always a knot when measured from the deck of a ship. Especially if the piece of string has a series of knots in it.

This should clarify for all time whether or knot a knot can be associated with the measure of speed through a liquid — preferably rum.

Frankly, a sailboat cannot travel six knots or six knots per hour when tied up to a berth. When underway, however, and knot tied up it is capable of six knots as listed below:

1. Not to raise the jib before the main.
2. Not to drink and sail at the same time.
3. Not to go out on the Bay after the sun goes down.
4. Not to write a letter like this ever again.

You may knot fill in #5 and #6 yourself.

William Luft  
Fairfax

*William — Yours is probably the most intelligent voice in the whole controversy.*

## ↓↑WHO WERE THOSE HA-HA GIRLS?

I wish to ask you a favor if your policy allows. What are the names of the women in the photograph of Baja Ha-ha Sail Week that appeared on page 55 of the October 1989 issue? I only want to know the first names and/or the name of the boat they were on.

I believe one of the women pictured was part of a group I had met at one of the festivities in the past. I don't wish to contact her, thus I don't care about last names.

P.S. Thanks for all your informative articles on Mexico. Cruising there is truly a great time for anyone with common courtesy — as long as cultural differences are noted and appreciated.

W.L. Snyder  
Orinda

*W.L. — The photograph was taken during the first Baja Ha-ha back in 1984 and the names of the ladies are lost in the cobwebs of our mind. Wonderful folks, though, as were all the adventuresome people who showed up for the first Sail Week.*

## ↓↑INADEQUATE TONGUE WEIGHT, ROUGH PAVEMENT AND BAD LUCK

A fan of *Latitude* since its inception, this is my first letter. I own the Catalina 25 *Mahalo*, which has a wing keel and an inboard engine. I thought you might be interested in a couple of my more recent trailer sailing experiences.

You might recall the demise of my former *Mahalo*. She was destroyed in a Highway 80 freeway accident near Marine World on New Year's Day 1986. The mishap was probably caused by a combination of inadequate tongue weight, rough pavement and bad luck. The trailer started to fishtail as we passed the Highway 37 offramp. The surge brakes were ineffective as the trailer was pulling away from the truck! My attempts to straighten out probably aggravated the situation. Ultimately the whole rig swung 90 degrees across the road, with the boat rolling off the trailer and parking herself on the shoulder. We were fortunate that no other people or vehicles were involved. My insurance covered most of the loss.

I swore that I wouldn't tow again without better brakes, so when I ordered my new boat I got a trailer equipped with power (vacuum) disc brakes. They operate simultaneously with the foot brakes but can also be controlled separately by hand.

A member of both the Diablo Sailing Club and Catalina 22 Fleet 13, I'm primarily a cruiser and recently completed my third trip to the Pacific Northwest. Four people provided me with outstanding service during my trip and are worthy of recognition.

# KILL CURIOSITY NOT BATTERIES!



Curious about how much energy you consume from your battery? Curious about when to recharge? Curious about when to stop charging? With our new Amp-Hour Meter, you can kill your curiosity instead of your batteries. Our Amp-Hour Meter is simple to understand. At last, a "gas gauge" for your battery that is not a glorified volt meter but which records Amp-Hours of energy used from the battery and displays them with a minus sign. Charging Amp-Hours are counted back to zero when the battery is fully charged. Over-charged Amp-Hours are displayed as positive. Amp-Hour Meter is easy to install. Give us a call. ONLY \$199.99 (Shunt available for \$39.95)

**CRUISING EQUIPMENT CO.**

6315 Seaview Ave. N.W., Seattle, WA 98107

**(206)782-8100**

2 Bedroom,  
1½ Bath Luxury Suite  
Panoramic ocean view  
Available immediately  
Location of your choice.

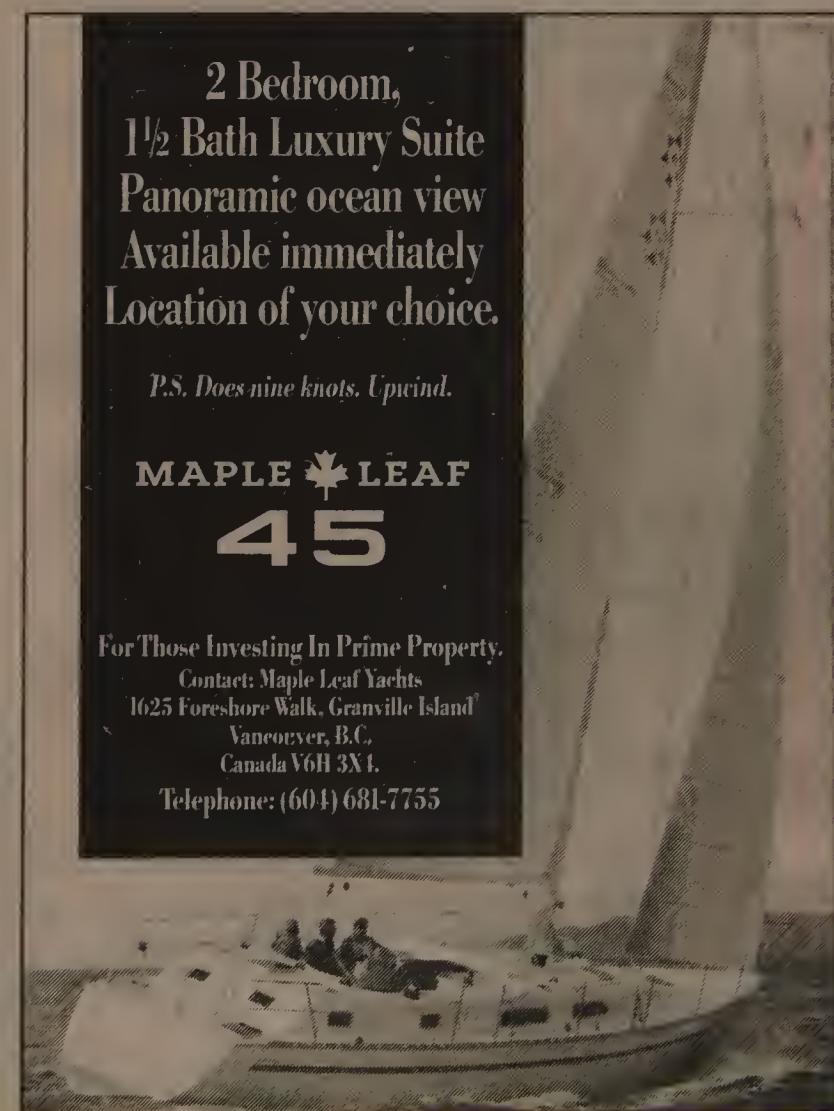
*P.S. Does nine knots. Upwind.*

**MAPLE LEAF**  
**45**

For Those Investing In Prime Property.

Contact: Maple Leaf Yachts  
1625 Foreshore Walk, Granville Island  
Vancouver, B.C.  
Canada V6H 3X1

Telephone: (604) 681-7755



- RACING
- CRUISING
- PERSONAL SERVICE



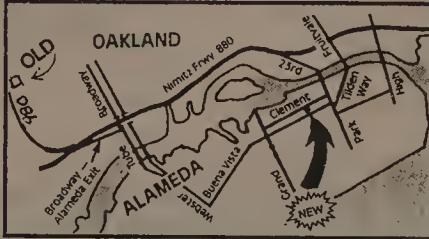
## SHORE SAILS

1 Harbor Way South • Richmond, CA 94804  
(415) 234-9047

**EVINRUDE**

### COME VISIT OUR NEW LOCATION!

- Expanded Inventory
- Accessories
- Full line of small boats and engines



### THE OUTBOARD MOTOR SHOP

2050 Clement Ave. Alameda, CA 94501 (415) 865-9500  
41945 Albrae Street Fremont, CA 94538 (415) 490-4454

H  
E  
W  
E  
T  
T

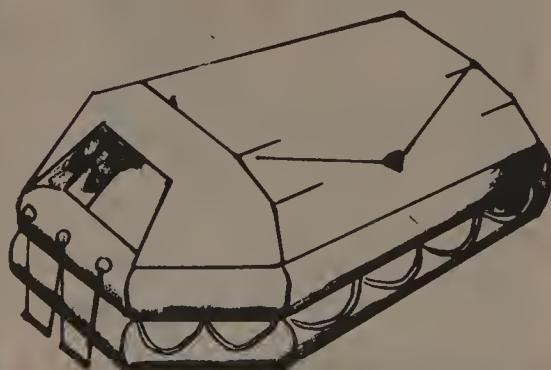
USCG APPROVED TESTING FACILITY

SALES • SERVICE  
REPAIRS • RENTAL • REPACKING

OF

USCG, SOLAS, COMMERCIAL,  
YACHT AND FISHERMAN

**INFLATABLE LIFERAFTS  
INFLATABLE BOATS**



**MARINE COMPANY**

555 SELBY STREET

SAN FRANCISCO, CALIFORNIA 94124

(415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122



Leading Manufacturer of  
Marine Flotation Since 1958.

**HISTORY:** Over 15 yrs of use in  
more than 100 marinas.

**SIZE:** Over 25 different standard sizes  
plus custom sizes

The PolyPontoon is an unsinkable combination of polyethylene covering over a polystyrene foam block. The PolyPontoon is not affected by gasoline, oil, all petroleum solvents, as well as marine borers and pests.

POLYPONTOONS • POLYSTYRENE FOAM • DESIGN SERVICE

**Petafoam Inc. (415) 233-5929**

1732 Wright Avenue, P.O. Box 36, Richmond, CA 94807

**PolyPontoon™**

**COST:** Lowest priced, foam-filled  
polyethylene pontoon.

**AVAILABILITY:** From Alaska to Yap,  
San Diego to Maine

POLYPONTOONS • POLYSTYRENE FOAM • DESIGN SERVICE

**Petafoam Inc. (415) 233-5929**

1732 Wright Avenue, P.O. Box 36, Richmond, CA 94807

### ARE YOU UNHAPPY WITH BOAT INSURANCE RATES?

Call Us and Compare.  
We Service the Bay Area.

Ask For  
Alan Quan

Home Appointment  
Available

**Allstate® (415) 498-5900**



ask any  
rollerstay  
owner.™

...and they'll tell you that the  
Mariner Rollerstay™ furling  
system is the strongest, safest,  
cleanest, and most versatile  
jib furling system there is.

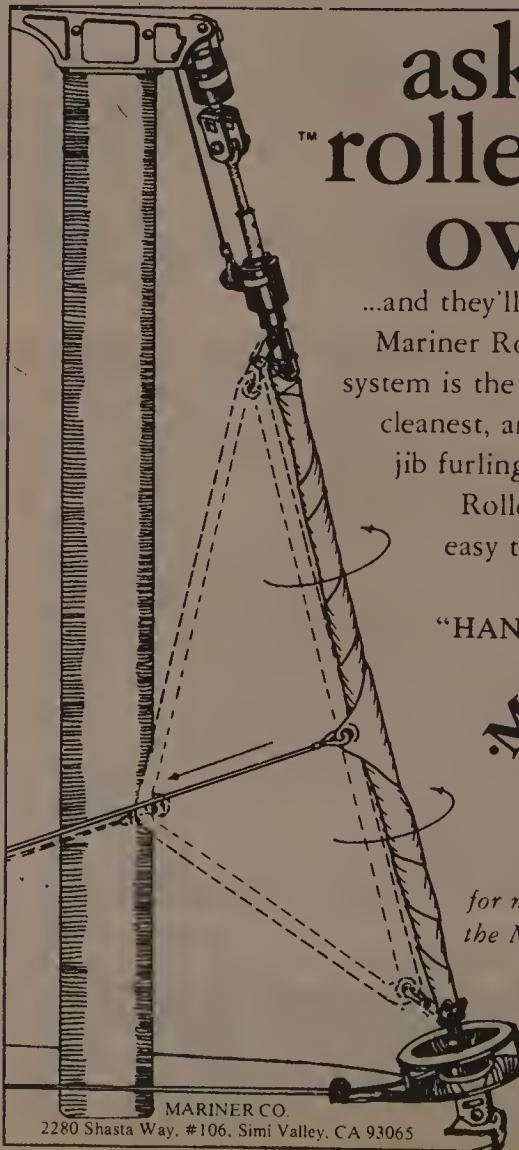
Rollerstays™ are very  
easy to install and use,  
and will furl any  
“HANK ON” headsail.

**MARINER**

*The Sign of Quality*

for more information on  
the Mariner Rollerstays™  
and sailboat fittings,  
call or write  
Mariner Co.

Dealer and rigger  
inquiries invited.  
(805) 522-9091 Fax 522-6218



MARINER CO.  
2280 Shasta Way, #106, Simi Valley, CA 93065

# SVENDSEN'S



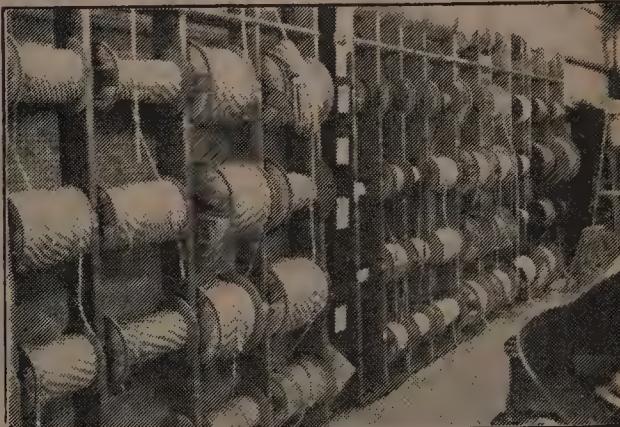
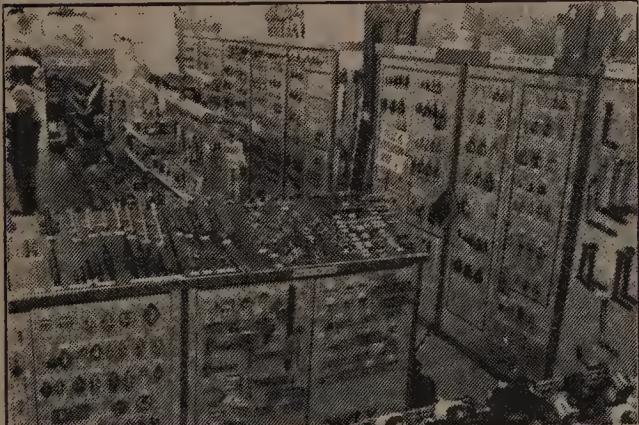
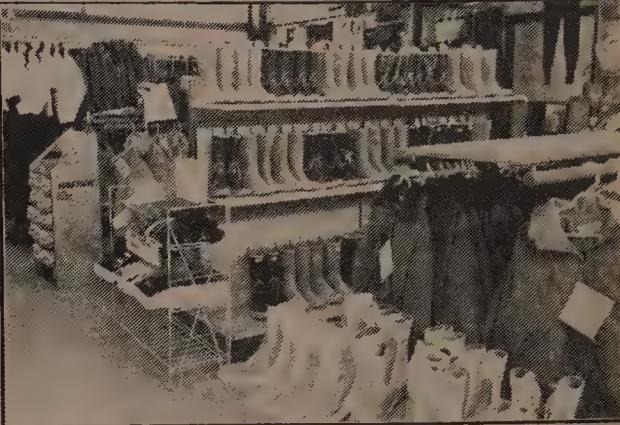
THE FULL SERVICE YACHTING CENTER



# 30,000

MARINE ACCESSORIES  
IN STOCK

WE'RE



FULL SERVICE BOAT YARD



COMPLETE RIGGING SHOP



The Most Complete Boat Yard  
in the Bay Area

60 Ton Elevator • 35 Ton Travel Lift

- Custom Spars
- Hydraulics
- Rod Rigging
- Wire To Rope Splicing

All Name Brands in Stock

IF YOU HAVE NEVER BEEN TO OUR MARINE SUPPLY STORE –  
YOU'RE MISSING THE BOAT!

1851 CLEMENT AVENUE  
ALAMEDA, CA 94501

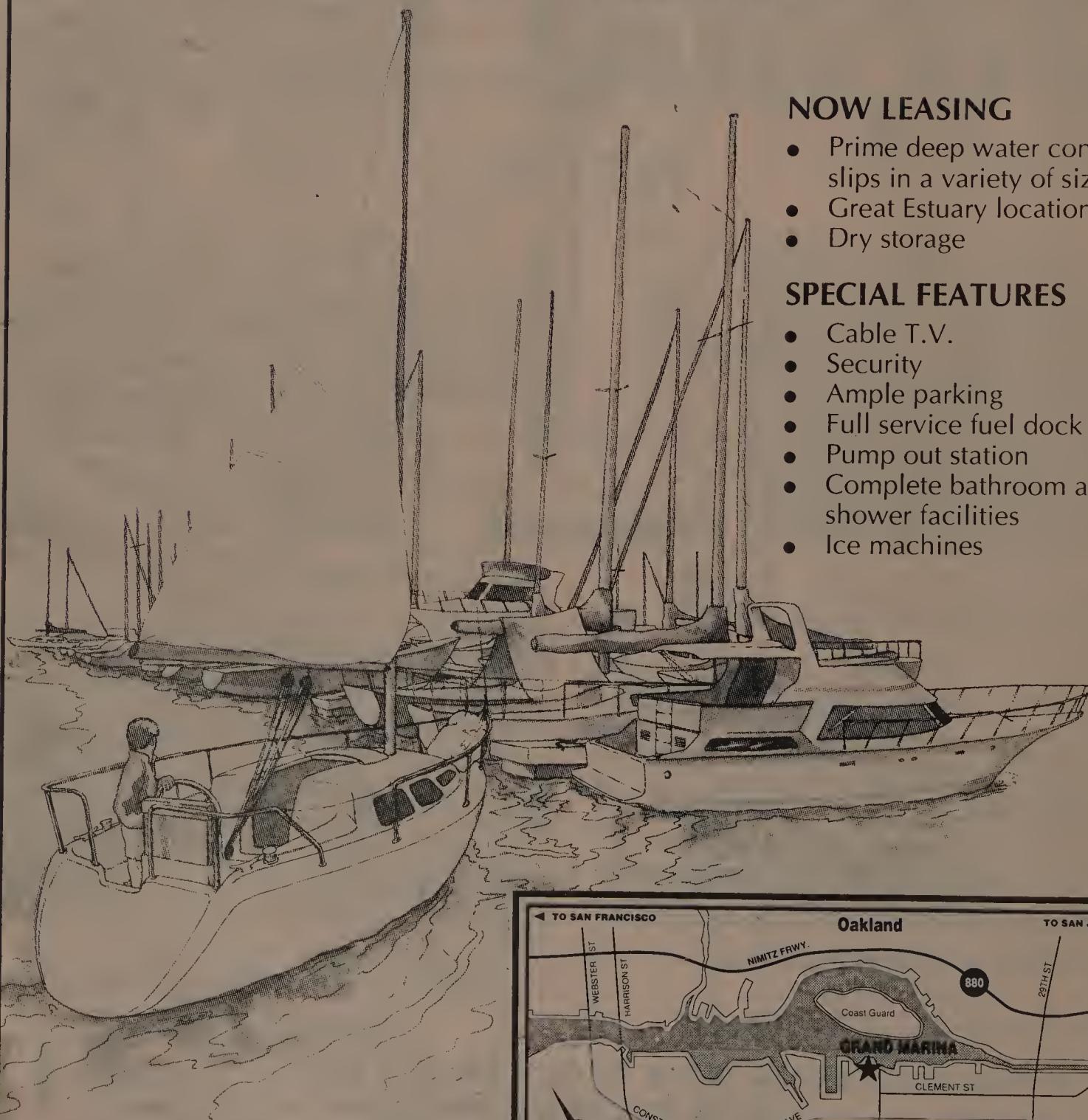
(415) 521-8454

OPEN TO SERVE YOU  
M-F 8-5:30 SAT 8-5  
SUN 9-4

First in the Bay Area with Cable T.V.

# GRAND MARINA

## GENTRY • ANDERSON

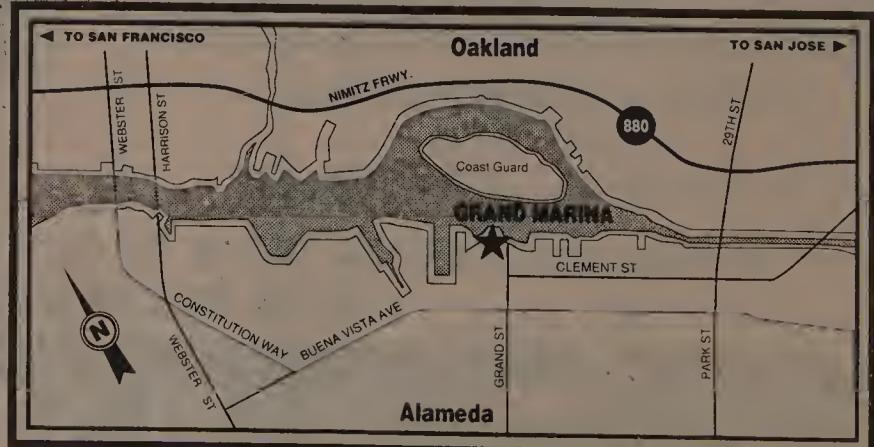


### NOW LEASING

- Prime deep water concrete slips in a variety of sizes
- Great Estuary location
- Dry storage

### SPECIAL FEATURES

- Cable T.V.
- Security
- Ample parking
- Full service fuel dock
- Pump out station
- Complete bathroom and shower facilities
- Ice machines



**Directions:** From Oakland, come through the Webster Tube. Veer left on Constitution Way. Left at Buena Vista. 2 miles to Grand Street. Left at Grand Street. 1/2 mile to Grand Marina.

2099 Grand Street, Alameda, California 94501 • (415) 865-1200

# LETTERS

First, before leaving Sacramento last July I noticed that my Honda EX-350 generator would start but not continue running. I took it to the local dealer I purchased it from was told it would be two weeks before they could look at it. I brought it along on the trip with anyway on the hunch that some Honda folks in Canada might be a little more cooperative. I was right. While at Madeira Marina in Pendor Harbor I met a young couple from Seattle who spoke glowingly of a young man in Westview who had quickly fixed their Honda outboard at a reasonable price. So I called Frank d'Agostino, who said to give him a call when I got to Westview. A week later, after we had gone up to Princess Louisa Inlet, I called him and he came down to the dock and picked up my generator. After no more than two hours in the shop he had it repaired. The total cost, after it was delivered back to us, was just \$32 Canadian. Frank works out of the Thunder Bay Saw Shop near Westview; his number is (604) 485-5041.

Secondly, after breaking my rudder through sheer stupidity at Grace Harbor, I was doubly — no triply — lucky. First, I was rafted with a Catalina 22 *Unearned Increment*, owned by fellow Fleet 13 and Diablo Sailing Club members Hap and Debra Gladstone. The two helped me get my boat off the bottom before any further damage was done and then guided me — with their rudder and my engine — to the government dock at Okeover Inlet. Second, we met a Canadian lady, Margaret Shaw, who drove me and my rudder all around until we found a repair shop — which turned out to be Village Marine — that was willing and able to repair the rudder the same day. The amazing thing is that the Gladstones had a spare set of Catalina 25 rudder pintles aboard their Catalina 22!

Third, my Zodiac inflatable came adrift en route from Tenedos Bay to Refuge Cove. It was picked up and returned to me by a group of Coast Guard Auxiliary folks from Redding, CA. I regret to report I didn't get their names or those of their boats, but they know who they are. Thanks again!

Fourth, my starter motor failed at the fuel dock at Van Isle Marine in Sydney, British Columbia, and both the Universal and Kubota distributors in Vancouver and Seattle were unable to locate a replacement this side of Tokyo. Furthermore, the Universal factory in Wisconsin was closed for two weeks to take inventory! So I called Frank Butler, owner of Catalina Yachts, who got on the line to Universal. Soon a starter was on the way to me. The very approachable Mr. Butler is the best friend we Catalina owners have!

Harvey Simpkins  
Citrus Heights, CA

## REAL ESTATE, STOCKS, BONDS . . . WHY NOT SAILBOATS?

Have you or your readers encountered the problem we're having? The Coast Guard has refused to document a boat owned by a living trust established by my wife and me. Their position is that title must be held by an individual — even though they have no written rules or regulations to that effect. Denying the documentation by a living trust precludes anyone from the fiscal advantages of such a trust — which are considerable.

With the rising popularity of trusts, I'm sure that others have also been refused documentation, but I have never seen or heard of any discussion of it in the media.

How can we bring the Coast Guard around to a sane position? Trusts can own real estate, stocks, bonds and bank accounts with no problem. Why not boats?

Please don't use my name, I don't want to end up on a Coast Guard list.

A Northern California Sailor  
Contra Costa County

A.N.C.S. — Good news! According to Lynn Kirby at the Coast Guard Documentation Office in Alameda, "there is absolutely no reason why a documented vessel can't be owned by a living trust". In

# WHALE POINT MARINE SUPPLY CO.

## CAPTAIN'S CLUB™

JOIN OUR  
CAPTAIN'S CLUB  
FOR AN ADDITIONAL  
10% OFF  
OUR REGULAR  
DISCOUNT PRICES!!  
ONLY \$5.00 PER YEAR INCLUDING  
OUR 240 PAGE CATALOGUE

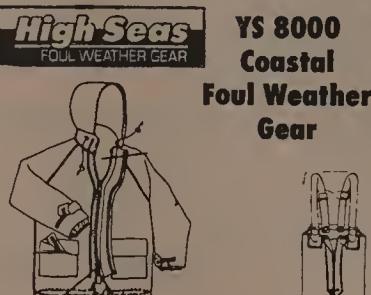
## PAINT SALE

X. Interlux®

Z SPAR

**40% OFF LIST**  
**Capt's Club**

**High Seas**  
FOUL WEATHER GEAR



Capt's Club Prices:  
PANTS: \$42.95  
JACKET: \$46.95  
SUIT: \$89.90

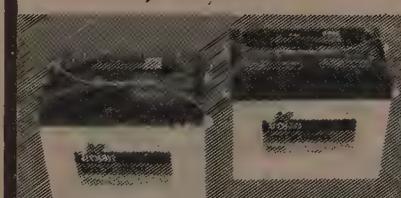
YS 8000  
Coastal  
Foul Weather  
Gear

**TEAK OIL**



Quart List: \$8.95  
Capt's \$6.95

**TROJAN**  
BATTERIES

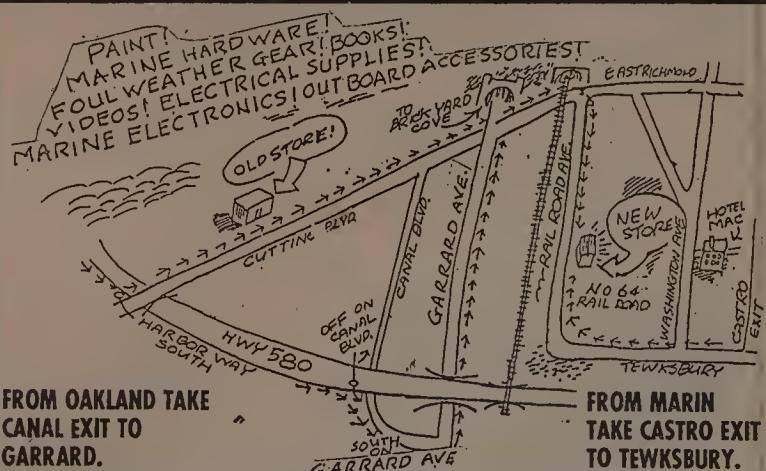


|                      |         |
|----------------------|---------|
| Deep Cycle           | Capt's  |
| 24TM 85amp \$89.40   | \$62.95 |
| 27TM 105amp \$100.07 | \$71.95 |

**BRONZE**  
**THRU-HULLS**  
**AND VALVES**



20% Off List  
30% Off List Capt's Club



# WHALE POINT MARINE SUPPLY CO.

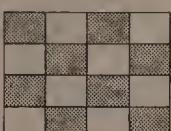


POINT RICHMOND

64 RAILROAD AVENUE

(415) 233-1988

OPEN 9-5; WEDNESDAY TIL 8; SUNDAY 10-4



# Whether You're Financing Your First Boat or Your Fifth...

# We Speak Your Language!

When deciding where to finance your next boat, we at First New England suggest you ask yourself the following questions:

- Has your bank made over \$1 billion in boat loans?
- Can your bank finance the boat of your dreams whether it's a 22' boat or a 150' mega yacht?
- Can your bank arrange titling, boat insurance and Coast Guard registration as well as close your loan?

If you want a boat loan from a finan-

cial institution which can offer truly competitive interest rates and loan programs AND answer "YES" to each of these questions, it's time to talk to us. Only First New England offers our unique blend of experience, flexibility and attention to detail. That's why so many boat brokers and dealers recommend First New England.

So if you are about to buy a boat and want to get it done quickly and easily, call us at 1-800-BOAT-LOAN. Understanding your needs is what First New England is all about. We speak your language.

## First New England Financial

CORPORATION

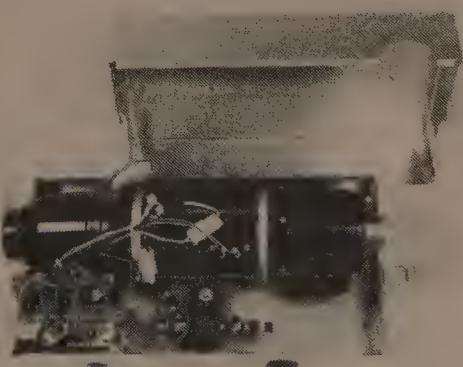
Corporate Headquarters  
Old Post Road  
Southport, CT 06490  
(203) 255-5713

1210 Marina Village Parkway  
Suite 101  
Alameda, CA 94501  
(415) 748-8414

1601 Dove Street  
Suite 125  
Newport Beach, CA 92660  
(714) 752-0919

## HOT WHEN IT'S NOT

Enjoy fall, winter, and spring cruising by installing a Scan Marine forced-air heating system. These systems keep your boat warm, dry, and comfortable. We have all the advantages: Factory-trained service, easy installation kits; low power drain and low prices. When it comes to heating systems, we're HOT!



**ARDIC**

- 041-D by Volvo
- 13,600 BTU
- 70 cu. ft. per minute of air
- Heat exchanger of stainless steel
- Optimum Operational Safety

We also feature kerosene forced-air heaters (Wallas and Thermic), and propane forced-air heaters (Remotron).

(206) 285-3675

FAX: (206) 285-9532

**SCAN MARINE**  
EQUIPMENT

2144 WESTLAKE AVE. N., SUITE D  
SEATTLE, WA 98109

**At last, sails  
for yachtsmen  
who want high  
performance,  
not high prices.**

**LEE SAILS** □  
"Sailmaker to the world"

CONTACT US FOR AN ESTIMATE OR A BROCHURE.

**SOUTHERN CALIFORNIA**  
4222½ Glencoe, Marina del Rey CA 90292  
(213) 306-3155

**NORTHERN CALIFORNIA**  
647 Pacific Avenue, Alameda CA 94501  
(415) 523-9011

# LETTERS

fact, she says, many of them are. Kirby did indicate that the average person might not be able to properly fill out the forms, something that's often handled by documentation services.

## ↓↑A NEW SIGNAL IN THE AIR

Some months ago one of your readers lamented the fact she couldn't get Armed Forces Radio and TV Service (AFRTS) on shortwave anymore. The attached message should explain why:

"When AFRTS ceased short wave broadcasts it initiated AFSTRS (Armed Forces Satellite Transmitted Radio Service). Reception of AFRTS programming is accomplished using INMARSAT and Receive-Only Ships Earth Stations (ROSES). Some 7th Fleet ships are equipped to receive this 24 hour per day programming and all will be capable eventually. . . . Because AFSTRS is broadcast via satellite it is also available to commercial merchant ships upon installation of the required hardware."

So you see, your reader need only install a maritime satellite station on her 30-footer and she'll be back in business!

Different subject. It's amazing how many sailors who should really know better — even on gold-platters — continue to leave their EPIRB neatly mounted below-deck when at sea. The EPIRB was designed so that it would float free from its holder in case of a sinking. This obviously means it should be mounted above deck. There shouldn't be any more accounts of crew members heroically diving down inside upturned sailboats to retrieve the EPIRB and save the day.

Ray Conrad  
San Francisco

## ↓↑MORE ON THE 'BAJA FUEL FILTERS'

In last October's Letters I read that Art Shaw of Alameda was curious about 'Baja fuel filters'. I am the manufacturer of this filter.

As you can see from the sample I've sent to you, there are two cartridges, each with a different type of screen. The top screen is 100 x 100 mesh 316 stainless steel wire. The bottom screen is 150 x 150 mesh, also of 316 stainless. Together these screens will filter out particles as small as 60 microns.

There is an additional screen — monel coated with teflon — available that will filter out water. The 'green screen', as it is known, will filter out water from contaminated fuel. The combination of fine screen and teflon coating keeps the surface tension of water intact. In other words, the water stays behind as a droplet on the screen while the fuel passes through into the fuel tank. This screen will work with most hydrocarbon fuels.

The idea behind the filter is to keep sediment and water from ever getting into your tank. If you can keep the majority of that stuff out, it will certainly extend the life of your in-line filters. It only takes one really bad load of fuel to clog the in-line filter — and then you really have a problem.

I hope the enclosed Baja fuel filter will demonstrate its value better than I can say in this letter.

Ben Forman  
Forman's Machinery  
San Diego

Ben — Thanks for the further information — and the Baja fuel filter! We'd like to compliment you on your craftsmanship.

We've already put several hundred gallons of diesel thru the filter. It slows the filling process a little, but we consider it time well spent. Another nice inherent feature of the filter is that it alerts you to dirty fuel problems before you've filled your tank.

## ↓↑IF YOU COULD HAVE SEEN THE LOOKS ON THEIR FACES

I want to thank all those who contributed to the La Paz Orphanage project over Christmas. The party was a howling success with every child receiving a whole new outfit as well as a used one.

# -DRY STORAGE-

## - RECREATIONAL VEHICLES

CAMPERS & TRAILERS

## - SAILBOATS TO 3-TONS

3 BOAT HOISTS,  
1, 2 & 3 TON

## - POWERBOATS

ALL STORAGE AREAS  
PAVED AND LIGHTED

# ALAMEDA MARINA

1815 CLEMENT AVENUE  
ALAMEDA, CA 94501-1313

**(415) 521-1133**

# YACHT INSURANCE

SAIL AND POWER

Mexico Cruising To TransPac Racing  
Serving Sailors From All Over  
Northern California Since 1970.

Call Bob Berry For Competitive Rates  
And Complete Coverage.



**MARKS-CLARK**

Insurance Associates, Inc.

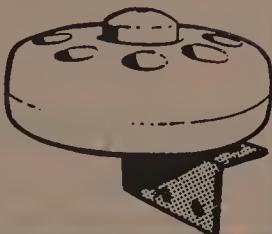
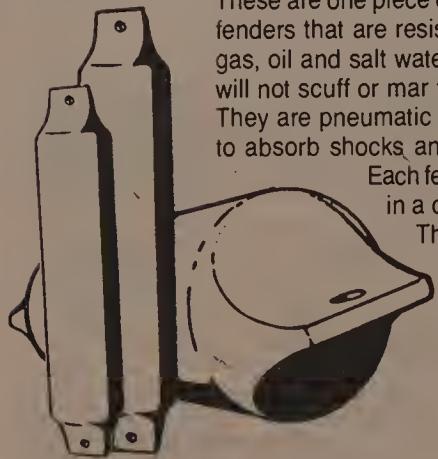
500 Seabright Avenue, #D  
Santa Cruz, CA 95062 (408) 458-9833

**Life-Time  
Guarantee**

**Tough, Dependable Mooring  
Accessories for The Right Price.**

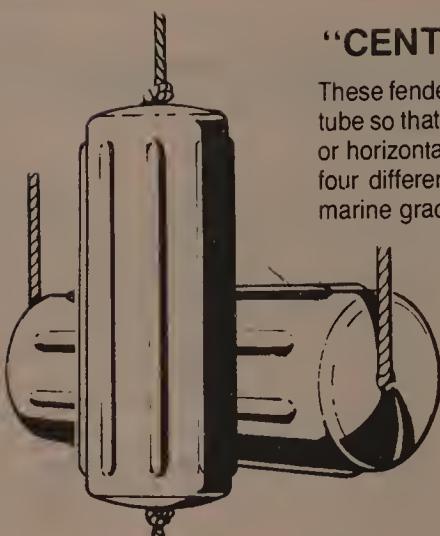
### ASTRO FENDERS

These are one piece constructed vinyl fenders that are resistant to sunlight, gas, oil and salt water. Astro Fenders will not scuff or mar the boat's finish. They are pneumatic and are resilient to absorb shocks and sharp bumps. Each fender is packaged in a clear plastic bag. They are available in seven different sizes.



### "CENTER LINE" FENDER

These fenders have a built in center line rope tube so that the fenders can be tied vertically or horizontally. Center Line fenders come in four different sizes, and are made of tough marine grade vinyl. The fenders are inflated to just the right pressure for maximum cushioning under varying weather and climate conditions. They are available in four different sizes.



### DOCK WHEELS

They come in 10- and 14-inch diameters and are made of heavy walled vinyl. Included are welded steel support brackets available with a painted or a galvanized finish.

**ANC**  
ASTRO NAUTICS CO.

1075 Memorex Dr.  
Santa Clara, Calif. 95050  
(408) 727-9593

## OYSTER POINT MARINA NEWLY EXPANDED, IDEALLY LOCATED



**COME SEE FOR YOURSELF!**

**Berthing:** 600 berths from 26-ft to 60-ft; special trimaran berths.

**Guest Dock and Berthing:** available at 30 cents a foot per night.

**Park/Open Space:** Approximately 33 acres of park and open space with trails and promenades.

**Swimming Beach:** 2.5 acres of sandy beach.

**Fishing Pier:** A 300' concrete fishing pier.

**Launch Ramp:** Two-lane concrete ramp with parking for 70 boat trailers and cars.

**Restrooms and Hot Showers:** Public restrooms and private restrooms with showers.

**24-Hour Security.**

**Pump-Out Facility:** is located on the fuel dock.

**Fuel Dock:** Both regular and diesel; operated by Summit Marine, call (415) 952-3372 for operating hours.

**Dry-Storage:** Operated by Summit Marine.

**Yacht Club:** Oystert Pt. Yacht Club has a beautiful new facility, serving an active, congenial group of boaters, both power and sail.

**Restaurant:** Coming soon at the Oyster Point Village commerical center.

**Haul-Out/Boat Repair:** Facilities are under construction for a full service boat yard.

OR CALL (415) 952-0808

## Martinez Marine Hardware

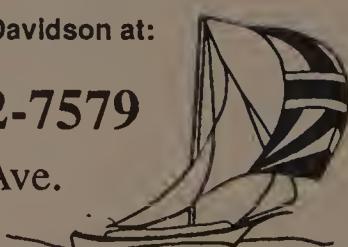
Your Contra Costa and Delta Source For:

Larsen Sails  
Marine Videos for Sale & Rent, Books  
Stainless Steel & Silicon Bronze  
Fasteners & Fittings  
NOAA Charts  
Scotty Downriggers  
Perko Products  
West System Fiberglass Repair  
Jabsco Impellers  
First Mate  
Interlux Paints  
Z-Spar Finishes  
Sta-Lube Marine Oil Products  
Taylor Made Fenders  
Interstate Batteries  
NSA Water Filtering Systems

Call Arlene and Greg Davidson at:

(415) 372-7579

3811 Alhambra Ave.  
Martinez, CA



# LETTERS

In addition, each child received at least two toys, with the younger ones getting three. If you could have only seen the looks on their faces when they opened their gifts!

Serving lemonade, cake and ice cream at the party, I realized that most of these children had never tasted ice cream before. It was fun to watch their reaction.

With 180 children we had our hands full. Lorraine Kochak played her usual clown bit, bringing broad smiles to all the faces. Joe Cowan of *Indulgence* took a video of the preparations and party, and Renata Cowan helped the determined children decorate the Christmas tree.

The following sponsors deserve great thanks: The Rotary Club of Angels / Murphys that donated all the new clothing, the Lane family of San Diego, Downwind Marine for sending down contributions, Black Jack, Indulgence, the Treasure Island YC of San Francisco Bay, C&C Tens of San Diego, and everyone else who helped make it a success.

The La Paz Woman's Auxiliary Orphanage project continues year round because these little children live year round, so we ask all of you up north to please keep us in mind when you clean out your closets or garages. The orphanage can use anything! Send any contributions to Kingco or Indulgence in La Paz, thru Downwind Marine or Pacific Marine Supply, both of which I'm sure will send your gifts along. Or, address the gifts to us in care of Marina de La Paz, La Paz, B.C.S. 23000, Mexico.

Hope King  
La Paz

↓ IS IT UP TO WEEKEND SAILING USE?

Given the outlandish cost of wind instruments for sailboats, I've been fascinated by the ads I see in magazines for the Digital Weatherpro. For \$179 you supposedly get a "professional quality weather station", with digital read-out on windspeed, direction, temperature, 'wind gust' and some other stuff.

The price is more than \$500 less than bargain basement masthead units. The Digitar is obviously not marine-minded, but doesn't a weather sensor have to be weather proof anyway? I'm wondering if the unit might not be up to weekend sailing, assuming you mounted it on a removable mount on the stern pulpit and then put it belowdecks between sails.

What do you think? If you or any of your readers have had any experience with the Weatherpro — the company is based in Hayward — I'd like to hear about it.

Jay Rawlins  
Chico

Jay — We put your questions to Jim Acquisiапace of Digitar, who interestingly enough also happens to be the Chairman of Davis Instruments, a well-known marine company he and some partners purchased a year ago March.

Acquisiapace says the Digitar "is primarily designed for home use" and cautions that it is "not some a revolutionary breakthrough". The reason it costs less than the Signets and Kenyons is because "it's not as bulletproof, durable or user-friendly". He says he has a "tremendous respect for the durability demands of the marine environment" and why the made-for-sailboat units cost as much as they do. "The Digitar probably wouldn't withstand the inundation of the first wave," he admits.

Having said all that, Acquisiapace says that quite a few Digitars have been put on boats — including one put on a boat belonging to one of the company's engineers. They seem to be surviving quite well. He reminded us that Digitars come with a one year parts and labor warranty.

If it seems like Acquisiplace is having it both ways, he tries to clarify his position by explaining that both the Digitar and the Signet/Kenyons are "good values for the dollar", and that with each

# UNIVERSAL TV ANTENNA MOUNT

**FOR SAILBOAT MAST INSTALLATIONS**

- Fits mast widths from 3 to 6 inches
    - Fits Tandy and Wineguard antennas
    - Constructed of type 316 stainless steel
    - Includes installation hardware

**"Marine metal work — it's not part of our business—  
It's our only business."**

- Custom Fabrication in Stainless and Aluminum
  - Dock space at our doorstep
  - We sell raw materials
  - Automated plasma cutting
  - Metal shearing
  - Radar Mounts
  - Davits
  - Bow Rollers
  - Exhaust Systems
  - Polishing
  - Electro-polishing
  - Heli-arc welding
  - Machining
  - Pipe bending

# METAL MAGIC

**Custom Marine Fabrication • Stainless • Aluminum**

333 Kennedy Street  
Oakland, CA 94606

(415) 436-5134

# **The electronic instruments you need. At the prices you've been looking for.**

| DRLANS                 |          | VHF Radios              |           | Autopilots              |           | Compasses                   |           |        |
|------------------------|----------|-------------------------|-----------|-------------------------|-----------|-----------------------------|-----------|--------|
| Apelco DXL6100         | \$579.00 | Apelco VXL 5110         | \$171.00  | Autohelm 800            | \$344.00  | Autohelm P/C                | \$119.00  |        |
| Apelco DXL6300         | 389.00   | Apelco VXL 7100         | 285.00    | Autohelm 1000           | 444.00    | KVH Sailcom PC103           | 585.00    |        |
| Apelco DLE6500         | 540.00   | Apelco VXL 9100         | 339.00    | Autohelm 2000           | 631.00    | KVH Sailcom 200             | 363.00    |        |
| Apelco DLE6600         | 849.00   | Furuno FM-2510          | 362.00    | Autohelm 3000           | 559.00    | KVH Azimuth 314             | 533.00    |        |
| Apelco Chart Card      | 59.00    | Icom M56                | 365.00    | Autohelm 4000           | 715.00    | Ritchie D-515EP             | 545.00    |        |
| Data Dan 2550          | 665.00   | Icom M120               | 565.00    | Autohelm Windvane       | 87.00     | Ritchie SP-5                | 283.00    |        |
| Data Caprice Scout     | 508.00   | Icom M500               | 1115.00   | Autohelm H/W Remote     | 87.00     | Ritchie DNP-200             | 163.00    |        |
| Furuno LC 90 MKII      | 859.00   | King 7001               | 399.00    | Alpha                   | Call      | Ritchie FN-201              | 120.00    |        |
| Interphase Locator     | 399.00   | PayNav 33               | 240.00    | Navico TP-1800          | 315.00    | Ritchie BN-202              | 128.00    |        |
| King 8902              | 630.00   | PayNav 77               | 296.00    | Navico TP-5000          | 403.00    | <b>Satellite Navigators</b> |           |        |
| Micrologic Explorer    | 598.00   | Sitex Compact 55        | 236.00    | Navico TP-5500          | 517.00    | Magellan GPS                | \$2665.00 |        |
| Micrologic ML8000S     | 825.00   | Standard Explorer II    | 218.00    | Navico WP-5000          | 693.00    | Magnavox 4102               | 2105.00   |        |
| Micrologic Voyager     | 435.00   | Standard Galaxy         | 269.00    | Navico WV3 Windvane     | 139.00    | Magnavox 4102 Auto          | 2705.00   |        |
| Northstar 800          | 1365.00  | Standard Titan          | 329.00    | Navico HP 5000 Prgm     | 222.00    | Navistar 2000S              | 1090.00   |        |
| Northstar 800X         | 1595.00  | Vigil RT-80 Redline     | 476.00    | Robertson               | Call      | Paystar 920 GPS             | 4550.00   |        |
| RayNav 520             | 409.00   |                         |           |                         |           | Ship Sea RS 5000            | 1570.00   |        |
| RayNav 570             | 598.00   |                         |           |                         |           | Ship Sea RS 5100            | 2108.00   |        |
| RayNav 750 MVII        | 1375.00  | Apelco VXL-357          | \$155.00  | Hull 230                | \$1950.00 | <b>Refrigeration</b>        |           |        |
| RayNav 780             | 1244.00  | Furuno FM-55            | 280.00    | Hull 403                | 710.00    | Adler-Barbour SFV-1         | \$552.00  |        |
| Ross Nav 200           | 525.00   | Icom M2                 | 319.00    | Icom M700               | 1720.00   | Adler-Barbour SFH-1         | 558.00    |        |
| Vigil C190 Redline     | 985.00   | Icom M5                 | 369.00    | Icom AT-120             | 719.00    | Stevens Sea 222             | 1940.00   |        |
|                        |          | Icom M8                 | 290.00    | SGC 1700/SG230          | 1910.00   | Adler-Barbour LFV-1         | 647.00    |        |
|                        |          | Icom M11                | 395.00    | Stevens Sea 322         | 2222.00   | Stevens Sea 322             | 1940.00   |        |
|                        |          | Icom HH100              | 193.00    |                         |           |                             |           |        |
|                        |          | Icom HH200              | 248.00    |                         |           |                             |           |        |
|                        |          | Standard H/P 6          | 374.00    |                         |           |                             |           |        |
| RDF, ADF, FAX & ALERT  |          | <b>Stereos</b>          |           | <b>SSB Transceivers</b> |           | <b>Barient Winches</b>      |           |        |
| Locator LK-7           | \$339.00 | Sitex HH100             | 119.00    | Hull 230                | \$1950.00 | Standard                    | Ahmed     |        |
| Watchman Alert         | 268.00   | Sitex HH200             | 199.00    | Hull 403                | 710.00    | U8P                         | \$60.00   |        |
| Alden FarMate          | 774.00   | Standard H/P 6          | 280.00    | Icom M700               | 1720.00   | U10P                        | 74.00     |        |
| Furuno FAX 2C8A        | 169.00   |                         |           | Icom M11                | 395.00    | U10                         | 106.00    |        |
| Instruments            |          | <b>Speakers</b>         |           |                         |           | U12                         | 116.00    |        |
| Autohelm ST-50 Sealink | Car!     | IMI Combi 1002 w/spr    | 119.00    |                         |           |                             | 164.00    | 168.00 |
| Datamarine S100VL      | \$339.00 | IMI Combi 1903 w/spr    | 189.00    |                         |           | U17                         | 201.00    | 213.00 |
| Datamarine S200DL      | 339.00   | IMI Combi 2003          | 199.00    |                         |           | U18                         | 244.00    | 254.00 |
| Datamarine L3660       | 790.00   | IMI Combi 2003/350E     | 233.00    |                         |           | U21                         | 299.00    | 303.00 |
| Datamarine GHS         | 1527.00  | Jensen MJS-6400         | 186.00    |                         |           | U22                         | 356.00    | 372.00 |
| Datamarine Link        | Car!     |                         |           |                         |           | U24                         | 425.00    | 442.00 |
| Navico DL200           | 385.00   | IMI Combi 3520E         | \$89.00pr |                         |           | U25                         | 520.00    | 549.00 |
| Navico DS200           | 385.00   | IMI Combi 3648          | 89.00pr   |                         |           | U27                         | 747.00    | 778.00 |
| Navico WD200           | 639.00   | IMI Combi 3539E         | 39.00ea   |                         |           | Self Tailing                | UOS21ST   | 354.00 |
| Navico S290G Crs Prgr  | 375.00   | Jensen 1500             | 39.00ea   |                         |           | UOS22ST                     | 459.00    | 476.00 |
| Standard DS-10         | 228.00   | Jensen 1510             | 40.00ea   |                         |           | UOS24ST                     | 619.00    | 642.00 |
| Standard SL-10         | 228.00   | Siter MSP-88            | 82.00pr   |                         |           | UOS27ST                     | 781.00    | 851.00 |
| Standard WS/WP         | 628.00   |                         |           |                         |           | Grand Prix                  | U17ST     | 263.00 |
| Standard SP1 Sail Prgr | 985.00   |                         |           |                         |           | U21ST                       | 409.00    | 426.00 |
| Signer SL60            | 704.00   | Furuno, Raytheon, Vigil | Call      |                         |           | U22ST                       | 492.00    | 504.00 |
| Signer SL80            | 487.00   |                         |           |                         |           | U24ST                       | 671.00    | 693.00 |
| Signer SL100           | 918.00   | KenyonPower KP130S S255 | 39.00     |                         |           | U27ST                       | 867.00    | 900.00 |
| Signer SL110           | 1227.00  | Adpt B/W's              | 34.00     |                         |           |                             |           |        |

ALSO AVAILABLE RECOVERY ENGINEERING WATERMAKERS  
PROFURL, PREVAILER BATTERIES AND MORE!

Prices subject to change without notice due to fluctuations in exchange rate

FOR ARCO SOLAR PANELS, EPIRBS OR ANYTHING YOU DON'T SEE, CALL US.

(800) 922-4872 | Canada : (800) 328-4425

**(800) 322-4072** Canada: (800) 322-4426  
**FAX: 1-203-698-0861** Connecticut: 1-203-637-3144

**continental marine**  
P.O. Box 330, Little Cove Lane Old Greenwich, CT 06870

# ◆ McGINNIS INSURANCE ◆

## THE EXPERT THE EXPERTS CHOOSE

"The Marine Specialists Since 1972"

### ★ EXTENSIVE YACHT PROGRAM

- Claim settlement is what counts!
- Outstanding program for high value yachts, power and sail.
- Specialists in worldwide cruising

*If You Don't Know Boat Insurance  
Make Sure You Have An Agent Who Does*

**(415) 332-0500**



McGinnis Insurance Services, Inc. • 10 Liberty Ship Way, #4103 • Sausalito, CA 94965



**REEF IT.  
TWIST IT.  
WINCH IT.  
SMACK IT.  
DROP IT.  
TRAILER IT.  
CHARTER IT.  
RUN OVER IT.  
ABUSE IT.**

You just can't break  
the Flexible Furler.  
**We guarantee it.**  
For more information call or write.

**CRUISING  
DESIGN, INC.**

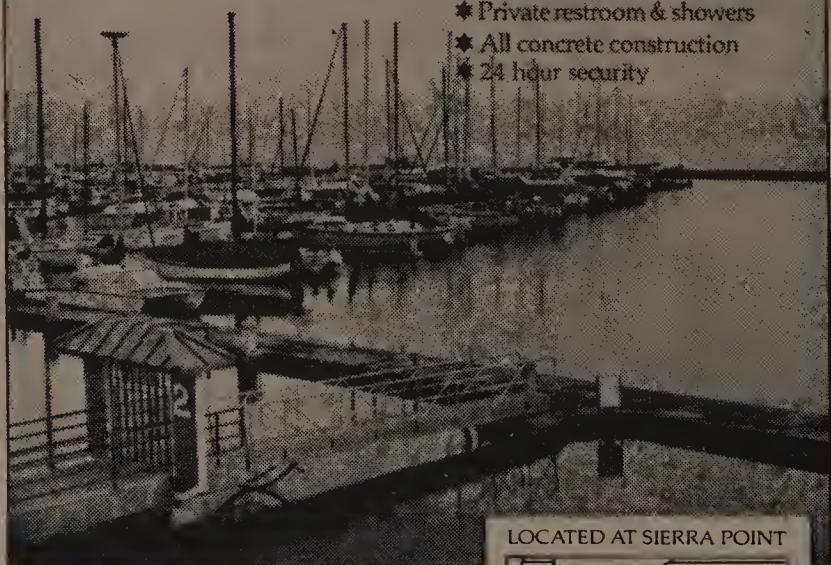
THE MOST RELIABLE PRODUCTS FOR CRUISING

65 WALNUT STREET • P.O. BOX 151  
PEABODY, MASSACHUSETTS 01960  
508 • 532-2712 FAX 508 • 531-7577



**BRISBANE MARINA  
WITH EASY ACCESS TO  
SAN FRANCISCO BAY**

- \* Deep well marked entrance
- \* Private restroom & showers
- \* All concrete construction
- \* 24 hour security



**PROTECTED WATERS**  
COME IN AND INSPECT OUR  
MODERN FACILITIES.  
SLIPS ARE AVAILABLE TO 66FT.  
FOR MORE INFORMATION CALL  
OUR HARBORMASTER'S OFFICE  
AT (415) 583-6975

LOCATED AT SIERRA POINT



From No. or So.  
Pkwy Marina Blvd. exit.

# LETTERS

one you get what you pay for. He notes that some people can't understand how Davis Instruments can sell a radar reflector for \$15 while the least anybody else charges is about \$40. It's not that Davis is working any magic, Acquisipace says, it's just that made less expensively for the guy who only wants to spend \$15 for a radar reflector. So if you've only got \$179 to spend for wind instruments, you might give it a try.

Acquisipace says one of the reasons they haven't sold Digitars through marine outlets is that the product is such a hot seller that they currently can't keep up with the non-marine market demand.

## WHY THE 'SLOW MOTION' DIALOGUE?

I read with interest Norm Demain's letter in the October *Latitude* about Tayanas; then Brooks Townes' letter in the December issue proclaiming what superior boats they are. I wonder why they started this public 'slow motion' dialogue. Is it a form of exhibitionism?

As president of the Hans Christian Owner's Association, I have had a couple of first-hand experiences with Tayanas. I think my observations are worth considering by the readership.

Each year the Colin Archer Race allows cruising boats to 'show their stuff'. Very few Tayanas enter, although I know they aren't all off cruising because you see lots of them around the Bay. But Tayanas finished so poorly compared to the Hans Christians that folks aboard the first five finishers — all Hans Christians — needed excellent binoculars to look back and see the first Tayana. Therefore I conclude that the owner's association hasn't made any progress in the hull's ability. After all, even a poor skipper can nudge out a 5th or 6th place.

My second experience came when a Tayana 37 skipper flagged us down in our Hans Christian 43. Fearing he had a serious emergency, we pulled alongside. It seemed they needed a tow; their engine wouldn't start. The Tayana skipper observed that his boat is so difficult to sail precisely, that entering a marina under sail was to court collision and possibly death. We towed him to his dock and he gave us a decent bottle of Fume Blanc for our trouble.

I have also observed that Tayanas have interiors approaching those of Hans Christians — but so do a lot of other boats and hotels. However, it's sailing we're talking about here, and I think Tayanas lack the right stuff. From experience though, I can say with accuracy that at least one of them has an adequate wine cellar.

James Scala  
La Scala

President, Hans Christian Owner's Association

All Combatants — Trust us, this growing Hans Christian versus Tayana 'pissing contest' is very entertaining, but being waged with rather subjective evidence. Yes, the Colin Archer Race might give some sort of indication on relative boat speed, but the condition of boat bottoms, the sail inventory and the skill and enthusiasm of skippers and crew can drastically affect the results.

Twelve years ago there was a running feud in Latitude over the relative speeds of Westsail 43s versus CT-41s. The only way to settle it fairly was a Latitude-sponsored grudge race on the Bay; which was held. The Westsail whipped the CT. If you Tayana and Hans Christian owners care to have a similar battle, we at Latitude would be delighted to oversee Grudge II. The idea would be for each of you to put up your two best boats, skippers, crews, sail inventories and have it out over a Latitude-designed cruiser's race course around the Bay. We'll even put up a trophy and feature the duel in these very pages. So what's it gonna be? You've talked that talk; you wanna walk that walk?

# BAY ACCESS!!!



We have a large list of Marin County homes with private boat docks, including our own exclusive listings.

Call Curt Proaps & Donna McNamara

**RE/MAX®  
REALTORS®**

(415) 883-5622  
(415) 381-7367

WE ARE THE BOATERS REALTOR

*coastline*

YACHT INTERIORS AND EXTERIORS

CUSTOM DESIGNS

by

SHELLEY S. SHOEMAKER

*canuas®*

432 North Canal, Suite 20 So. San Francisco

415/ 952-4722

Free Written 90-day quotations

COCKPIT CUSHIONS

ENCLOSURES

SAILCOVERS/BAGS

BIMINIS

SAIL REPAIR

DODGERS

FRAMES AND HARDWARE.

Interior Cushions and Curtains

Quality is my best advertisement

# SEND YOUR YACHT TO STANFORD

The Stanford University Sailing Program is seeking motor yachts and sailing vessels for its instructional, recreational and competitive programs.

The DONATION of your boat is TAX DEDUCTIBLE. While most boats can be used by our sailors, others will be sold to help finance these educational offerings.

All donations will be handled in a timely and effective fashion. You will be surprised how attractive donating your boat to Stanford can be.

*For More Information Please Contact:*

**Joe Petrucci, (415) 723-7970**  
Marine Development Office  
375 Santa Teresa, Standford University  
Stanford, California 94305



## FULL SERVICE MARINE STORE

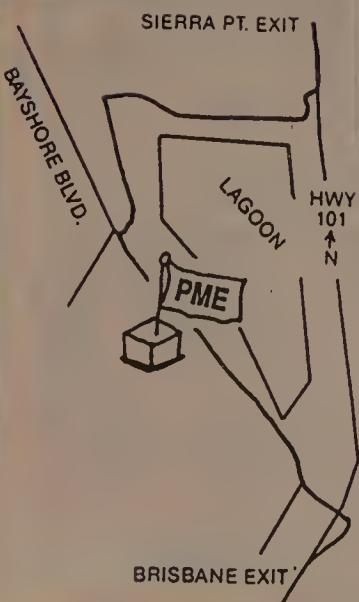
OPEN 6 DAYS 8:30-6:00

CLOSED  
WED.

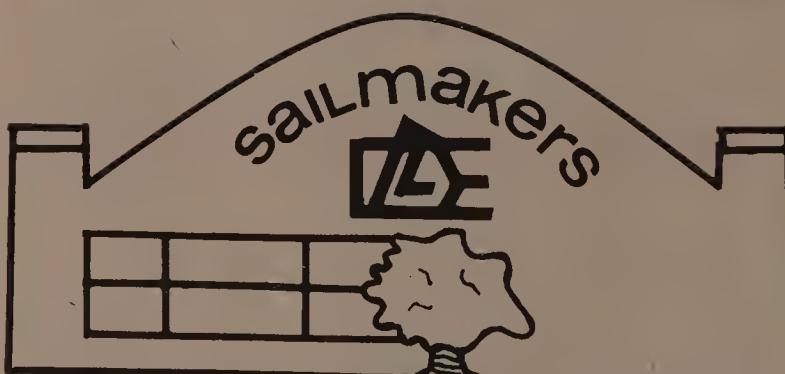


New Used Hardware • Supplies  
Sales • Service • Consignment  
3866 Bayshore Blvd.  
Brisbane, CA 94005  
(415) 468-4422

## ATOMIC 4 PARTS Available



- Instruments, Electrical, Machine & Pump Repair
- Custom Woodworking
- Stainless & Aluminum Fabrication & Welding
- Used Sails & Consignment Merchandise
- Teak & Mahogany Lumber
- Marine Plywood
- CNG Exchange



**Leading edge sails**  
FINEST IN CUSTOM RACING  
AND CRUISING SAILS

1125 north amphlett  
san mateo ca 94401  
(Across 101 from Coyote Point)

415 347 0795

# Catalina Yachts

THE SAILOR'S CHOICE

## A BETTER WAY TO BUY A BOAT

The winter shows are over. You've poked, prodded, scratched your head, you've eaten soggy hot dogs, waited in line and battled show crowds - Still no boat? Hopefully the shows helped you understand what you're looking for. At O'Neill's we'd like to help you find it.

We have new Catalinas available, still at clearance prices, and a terrific selection of quality brokerage listings. In Santa Cruz you can relax and view our boats at your own pace and avoid waiting in lines to board. We'll have the time to discuss your needs and answer your questions.

**BONUS OFFER** - When you buy your boat from O'Neill yachts, we'll offer you a luxury weekend for two in one of the finest beach front hotels in Santa Cruz. Includes two nights lodging and meals.

So give a call or come on down, you can avoid the boat show rat race, you'll enjoy the place and the pace.



CATALINA 42



CATALINA 34



CATALINA 30

### • SPECIAL CLEARANCE ON THESE MODELS •

CHARTER PLACEMENT PROGRAM WITH INCOME - CALL FOR DETAILS

#### O'NEILLS BROKERAGE - MONTEREY BAY'S BEST

1989 has been a great year for our brokerage sales. We've had great listings, and with our comprehensive sales and advertising program, we've had results. If you're looking to buy or sell, call us. We're planning to continue our success with more quality listings in 1990.

| SELECTED BROKERAGE             |          |  |
|--------------------------------|----------|--|
| Hobie 21, demo w/spinn.        | Inquire  | Cal 34, dsl.....\$29,900                 |
| Cal 22, '88 w/trlr             | \$10,800 | Catalina 34, '87.....SOLD                |
| Ranger 23, w/trlr              | \$ 9,200 | Coronado 35, grp liveaboard.....\$32,500 |
| Olson 25, S.C. bilt w/trlr     | \$16,900 | Yorktown 35, '77.....\$28,500            |
| Ranger 26, spin equipt         | \$ 9,500 | Olson 40, Hot, Hot, Hot.....Sale Pend    |
| Cal 2-29, dsl, new epoxy btm   | \$21,500 | Doug Peterson 34-ft, '82.....Sale Pend   |
| Cal 2-29, dsl, tabernacle mast | SOLD     | POWER                                    |
| Cal 31, '79                    | \$36,900 | Chris Craft 38, fly bridge.....\$64,900  |
| Cal 33, '88, sailed twice      | \$79,500 |  |

#### DEALERS FOR

CATALINA YACHTS • HOBIE CAT • AND MONTEREY BAY'S FINEST BROKERAGE  
O'NEILL YACHTS — PROVIDING CONSISTENT QUALITY BOAT DEALERSHIP FOR MONTEREY BAY

# O'NEILL YACHTS



2222 EAST CLIFF DRIVE • SANTA CRUZ, CA 95062 (408) 476-5202

# Benicia Marina

Gateway to the Delta

★ Guest Berths Available – Reservations Recommended



★ Permanent Slips Are Available (Current Occupancy at 99%)

266 EAST "B" STREET

(707) 745-2628

BENICIA, CA 94510

## SALES AND SERVICE

*Quality Names You Can Trust*

## BOAT SHOW SPECIALS!

### Inboards

VOLVO  
YANMAR  
VETUS  
WESTERBEKE  
UNIVERSAL



### Generators

HONDA  
KOHLER  
YANMAR



### Outboards

HONDA  
TOHATSU  
JOHNSON  
BRITISH SEAGULL



**Voyager Marine**

1296 State St.  
P.O. Box 123, Alviso, CA 95002-0123  
(408) 263-7633  
Closed Sundays and Mondays



**Dutch's  
MARINE**

## ALL KINDS OF BOAT STUFF!!

- Optronics 750,000 Spotlight only \$32.95
- TASCO Rubber Covered Binoculars — 36% OFF
- Foul Weather Gear — Three Styles — Omega Cruising, Coastal or Off Shore — All on Sale Now
- Jackets — Sport Fleece lined Taslan Shell with Knit Waistband and Cuffs — A Steal at \$79.95
- Save, Save, Save on Much, Much More

## USED GEAR ON CONSIGNMENT

- Radar — Raytheon 3100 — Complete \$600.00
- Sterns 49½ Foot Solid Roller Furling Headstay with Twin Grooves \$300.00

6100 Redwood Blvd., Novato, CA  
(415) 898-0727

## BEST BROKERAGE BOATS

|                      |                           |           |
|----------------------|---------------------------|-----------|
| 43' NAUTICAT .....   | loaded .....              | \$260,000 |
| 41' C&C CUSTOM ..... | immaculate .....          | 110,000   |
| 41' SWEDEN .....     | Scandinavia's best .....  | 160,000   |
| 40' J/BOAT .....     | performance cruiser ..... | 169,900   |
| 37' JEANNEAU .....   | dealer demo .....         | 119,000   |
| 36' SWEDEN .....     | recent upgrades .....     | 139,000   |
| 36' NAUTICAT .....   | best on market .....      | 136,000   |
| 35' J/BOAT .....     | 2 from .....              | 73,000    |
| 33' SOVEREL .....    | 2 from .....              | 42,000    |
| 32' ELITE .....      | 1,000s under book .....   | 39,000    |

**DEALERS FOR:** J/BOATS, SWEDEN, JEANNEAU,  
VALIANT, FREEDOM, NAUTICAT, TARTAN,  
FRERS, RAMPAGE, F-27

Representing Over 70 Models of New Boats and  
100+ Quality Listings

## Marine Servicenter



**(206) 323-2405**

FAX 206-328-0655

2370 FAIRVIEW AVENUE EAST  
SEATTLE, WA 98102

CELEBRATING OUR 12TH YEAR

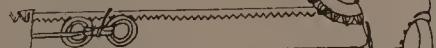
sally lindsay's

## SPINNAKER SHOP

palo alto calif

## PRECISION SAILS full service loft

- New Mains and Jibs built with Uncompromised Quality
- Trophy winning Spinnakers
- Complete Canvas Work from sail covers to complete boat covers
- Repairs and recuts on cruising, racing and sailboard sails
- World Acclaimed Trapeze Harnesses



921 E. Charleston Road • Palo Alto  
CA 94303 • (415) 858-1544

## Yacht Insurance

DON'T LOOK ANY FURTHER!



Phone

**"Dick" Dickerson**

**(415) 341-2674**

1650 BOREL PLACE, SUITE 203  
SAN MATEO, CA 94402

- LOWEST RATES
- FASTEST SERVICE
- BROADEST POLICIES

Emergency Towing Service

A Professional Insurance Service

In The Bay Area

Since 1952

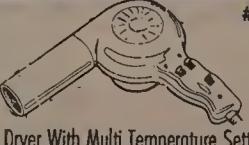
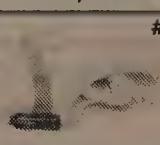
# U.S.A. ELECTRONICS

"NO ONE DOES IT BETTER"

"Where the Quality is the Best"

THAN U.S.A. ELECTRONICS - NO ONE!"

TIMEX, QUARTZ, MINOLTA, SKILL, WEN, PANASONIC, ETC.

|   |      |  |      |  |       |  |      |
|---|------|--|------|--|-------|--|------|
| NOW ONLY \$9.95<br>Price Value \$29.95<br><br>Delux Hair Dryer With Multi Temperature Setting.   | #530 | NOW ONLY \$32.95<br>Price Value \$79.95<br><br>Tu-Tone Calendar.<br>50M Water Resistant Quartz.<br>(A). Men's (B). Ladies | #602 | NOW ONLY \$29.95<br>Price Value \$39.95<br><br>Pyramid Talking Alarm Clock Comes in Black or White.   | #715  | NOW ONLY \$19.95<br>Price Value \$39.95<br><br>Radio Watch LCD With AM Radio and Headphone.   | #718 |
| NOW ONLY \$32.95<br>Price Value \$65.95<br><br>AM/FM Cassette Player W/3 Band Equalizer.   | #725 | NOW ONLY \$29.95<br>Price Value \$59.95<br><br>Solar Power AM/FM Radio W/Head Phones.                                     | #810 | NOW ONLY \$69.95<br>Price Value \$119.95<br><br>40 Channel CB Transceiver. High Power Communication Radio.  | #50   | NOW ONLY \$39.95<br>Price Value \$132.95<br><br>15 Piece Cutlery Set. Never Needs Sharpening. Full Lifetime Warranty.                   | #218 |
| NOW ONLY \$36.95<br>PRICE VALUE \$89.95<br><br>150 Piece Tool Set  | #420 | NOW ONLY \$14.95<br>Price Value \$21.95<br><br>Turbo Cor Vacuum. Plugs Into Cigarette Lighter.                            | #399 | NOW ONLY \$26.95<br>Price Value \$52.95<br><br>Water Resistant Radio, Electric Siren, Flashlight.   | #10   | NOW ONLY \$46.95<br>Price Value \$61.95-\$59.95<br><br>(A). "Skill" 3/8 Variable Speed Reversible (B). "Wen" Cordless Reversible Drill. | #4   |
| NOW ONLY \$19.95<br>Price Value \$34.95<br><br>4-IN-1 Personal/Home Security Alarm. Flashlight, Anti-Mugging, Travel, Door/Window Alarm Plus Fire Alarm. | #904 | NOW ONLY \$34.95<br>Price Value \$99.95<br><br>12V Mini Air Compressor. Inflates Up To 120 PSI and Safety Light.          | #855 | NOW ONLY \$89.95<br>Price Value \$275.95<br><br>Mini Radar Detector. Measures 2 3/4" x 3 7/8". Works on Y & K Band Frequency. Power on LCD, Strength Meter, Alert LCD, On/Off Switch. Audible Alarm, Anti-Fusing Blocks Emissions From Other Detectors. Cigarette Lighter Plug. | #1001 | NOW ONLY \$28.95<br>Price Value \$99.90<br><br>European Style Duffle Bag With Leather Straps. Multi-Pockets. Gray or Black.             | #763 |

Please Rush Me The Above Item(s). Enclosed is my check/money order for the price above, plus \$2.00 shipping and handling (1 item) or \$3.50 for shipping/handling (3 items). Hawaii and Canadian Residents add \$2.50 for shipping and handling.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

ITEM # \_\_\_\_\_ QUANTITY \_\_\_\_\_ TELE. # \_\_\_\_\_

 Mail To: U.S.A. ELECTRONICS • P.O. Box 271784 • Concord, CA 94527 • (415) 432-2938

# U.S.A. ELECTRONICS

P.O. Box 271784 • Concord, CA 94527  
**(415) 432-2938**

## MONTEREY BAY FIBERGLASS

"ITCHING FOR FUN"

Wholesale

Retail

no minimum order

Complete line of reinforced plastic materials

- Resin
- Epoxy's
- Mat. Roving. Cloth



Distributor for "Clark" surfboard blanks and sheet foam. Experienced consulting in all phases of reinforced plastics.

SERVING ALL YOUR NEEDS FROM OUR NEW EXPANDED FACILITIES:

1071 G 17th Avenue  
Santa Cruz, CA 95062  
(408) 476-7464

314 West Depot  
Bingen, WA 98605  
(509) 493-3464



- EASY ACCESS FROM MARIN AND THE EAST BAY
- FREE 24 HOUR LAUNCH RAMP
- BERTHS AVAILABLE
- RESTAURANT & GENERAL STORE WITHIN WALKING DISTANCE

(415) 236-1013  
1340 Marina Way So.  
Richmond, California 94804  
Richmond Marina Bay Harbormaster

# LOOSE LIPS

Valiant effort.

After 15 years of production, a national organization is finally being formed for owners of Valiant yachts. The founders, who hope to have the first newsletter out soon, want to hear from all past, present and potential Valiant and Valiant/Esprit owners. Write: Sylvia Dabney, Yacht Native Son, Valiant Yachts Association, c/o Valiant Yachts, Rt. 1, Box 37, Gordonville, TX 76245. The FAX number is 214/523-4077.

Sailing, sailing, over the bounding... ice?

Last month, Antarctic adventurers Reinhold Messner and Arved Fuchs became the first to cross the frozen southern tip of the world without dogs or machinery. They accomplished the 1,550-mile journey in 91 days by using sails to help pull their sleds. The technique, pioneered by Roald Amundsen, the first man to reach the South Pole in 1911, enabled them to average 56 miles a day, versus only about 20 under leg power alone.

Help wanted.

If you're skilled and interested in the restoration, maintenance and operation of old wood vessels, the National Park Service needs you! The position, Marine Maintenance Foreman, will oversee the San Francisco Maritime Museum's fleet of historic vessels. More than just a wood butcher, applicants also must have strong supervisory and management skills, as well as the ability to have a positive attitude in dealing with the public. Salary is \$40,000. If you think you might fill the bill, contact the National Park Service employment hotline number, (415) 556-3910.

For better or worse.

Wedding registries are becoming commonplace at chandleries. You heard right. Liveaboards or people going cruising aren't going to need toasters, fine crystalware and the like. What they do need is stuff for the boat, so they register at a chandlery.

It usually works like this: the couple (or individual, in the case of retirement parties) checks items in all price ranges from the company's catalog, which is then kept at the checkout counter. Whenever anyone comes in wanting to purchase a present, they go through the catalog and a staff person will go get the item. If the couple has friends in say, San Diego, the Northern California store will simply FAX the appropriate catalog pages down there.

"It's popular," says Rann Phibbs of Sausalito's West Marine Products. "We average six or eight couples a year."

Big boats, big bucks.

In the February issue of *The Yacht* (which, incidentally, was their last), editor Roger Vaughn writes about going to Venice, Italy, for Raul Gardini's press conference to announce his so-called *Il Moro di Venezia* America's Cup Challenge XXVIII. It sounded like the ultimate boondoggle: multi-millionaire Gardini picked up all expenses for 100 members of the international press (hey, Raoul, where was our invitation?). The article describes in delicious detail the lavish meals, tours and souvenirs heaped on the press.

But what really caught our attention was the mention of designated *Il Moro* skipper (and "Italian-in-training") Paul Cayard's salary. To quote the now-departed glossy, "Cayard is receiving a reported half a million for his services, and we are not talking lire." To think it all started in an El Toro on Lake Merritt,

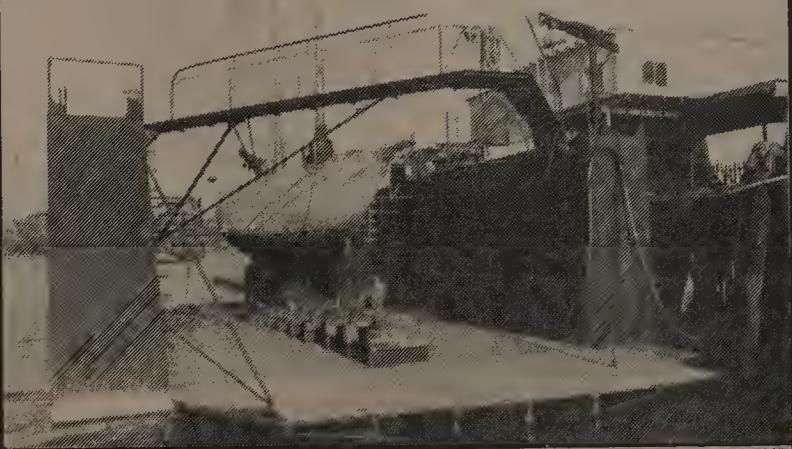
Sailors are sexy.

At least that's the verdict of the readers of *New York Woman*. These are the occupations of men that stimulate the women of the Big Apple the most: Artists, athletes ("especially swimmers and sailors"), veterinarians ("kind to animals") and journalists ("sort of cute in an unkempt way"). Kinda makes you wonder how a writer/graphic artist

## SAUSALITO DRYDOCK

Safest, Gentlest Way to Haul a Boat

David Barrett, Owner/Builder with Bill Crake  
INSURED



67-FT SCHOONER, APACHE

200 Ton Capacity to 100-ft Length  
Keel Support Blocks Every Five Feet  
Pressure Wash, Sandblasting, Machine Shop, Welding,  
Propeller and Shaft Work

*Do-It-Yourself Work Weekends Available*

24 Hour  
Phone

**(415) 331-1280**

Liberty Ship Way at  
Sea K Fish Dock

## Sausalito's Finest Harbor



*Tucked Away  
in the  
Heart of Sausalito*



## MARINA PLAZA HARBOR

*The Ideal Spot To Berth Your Boat*

Surrounded by beautiful Shoreline Park

& adjacent to Sausalito's largest supermarket & marine supply center.

Full facilities & plenty of free parking.

**332-4723**

**332-3802**

**2330 Marinship Way  
Sausalito, California 94965**

## SAUSALITO'S GOLD COAST



### SCHOONMAKER POINT MARINA



### DAVE GARRETT SAILING

We Need Quality  
Well Maintained Boats  
For Our Charter Fleet  
- Good Income -

SAUSALITO • (415) 331-3364  
REDWOOD CITY • (415) 367-0850

### WATER FRONT C . A . F . E

DOCK AND DINE ON THE BAY  
IN SAUSALITO

(415) 332-5625



#### Now LEASING

Berths • Waterfront Office/Shops • Hoist • Dry Storage  
85 Liberty Ship Way, #205, Sausalito, CA 94965

(415) 331-5550

## Forbes Island Tours



When did you last have dinner on the  
World's only Tropical Floating Island?  
Dinners or Private Charters 331-6466

#### DINNER ON FAMOUS FORBES ISLAND

A wonderful fantasy evening is now possible on famous Forbes Island in San Francisco Bay. The world's only man-made tropical island, lovingly and carefully created by Forbes Thor Kiddoo, is sand and lush tropical gardens above, and charmingly Victorian below the water with 14 rooms that include a massive bar, open fireplace, wine cellar and art gallery.

A dinner cruise to Forbes Island is now possible beginning with transportation to the island on the "Island Queen" built in 1919 along the same lines as the famous African Queen that transported Humphrey Bogart and Katherine Hepburn. The evening includes a tour of the island, personally conducted by Forbes, champagne and hors d'oeuvres, dinner with fine wines and entertainment. Forbes Island Dinner Tours are to be savored as a unique, romantic experience. The all-inclusive price is \$100. per person. Reservations required and capacity is limited each evening Wednesday through Sunday. Call [415] 331-6466.



# LOOSE LIPS

for a sailing magazine who swims in his spare time would do with the ladies back there in Gotham...

The worst comments were reserved for the following professions: P.R. guys, investment bankers, used car salesmen, and — big surprise — lawyers. Also taking a licking from the women were restauranteurs, who "bring home odd smells and fat in their hair", and ski instructors. The following comment was made about the latter: "It makes you think that if you're going to catch some dreadful disease, you'd rather catch it from a rock musician."

'No show Joe' found 'going deep' by *Latitude*.

On February 21, the sports pages were in a snit. Perennial Super Bowl MVP and 'regular guy' Joe Montana had uncharacteristically pulled a 'Canseco'. In other words, Montana didn't show up for an autograph session in Sacramento. Furthermore, he was the first honoree in 30 years not to go in person to accept the prestigious Maxwell Football Club's Bert Bell Award in Philadelphia.

Turns out, Joe was taking a hard-earned vacation with his family in St. Barts. *Latitude* knows, because one of the charterers on our *Big O* went for a 'rendezvous dive' through a deal in St. Barts with . . . yep, the greatest quarterback in the history of the game. "Better here than Philadelphia," Montana may or may not have said.

Calling Gary Hoover...

Spring cleaning at *Latitude* always turns up some interesting things (So that's where that bagel went to last October...). Among this year's stuff was a packet of photos from you, Gary. Unfortunately, they lacked a return address. If you'll give us a call, we'll see they're returned.

Fashion statement.

Ever wonder what rockstars wear when the going gets rough? Line 7s? Henry Lloyds? Wrong. They wear Hefty Garbage Bags.

At least that's what Jim Pugh and Bill Twist were sporting on this rainy day in September when they were practicing for the Big Boat



"Glad men" Pugh (left) and Twist model the latest in rockstar foulies.

Series. Lightweight, cheap, disposable — Hefties are the obvious choice for rockstars of the 90s. The trend appears to be catching on: at the recent MEXORC, the crew of overall winner Jano was also spotted in the trendy plastic garments during the unexpectedly wet and cold long distance race. Hefty Garbage Bags: don't leave the dock without them.

## SIKA SEALANT REMOVER

**IT WORKS!** Removes most partially cured polyurethanes, polysulfides, silicones, polyesters, epoxies and paints.

**IT'S GENTLE!** The first biodegradable, abrasive-free cleaner and remover — mild for sensitive skin.

Sika Sealant Remover is an emulsifying cleaner and remover that tackles today's toughest sealants and adhesives without harsh, caustic chemicals or abrasives. Its all-natural formulation is designed to break down partially cured adhesives — even epoxy — and holds them in suspension, ready to be rinsed away with clean water.

And because Sika Sealant Remover is biodegradable, you can clean sensitive materials — oiled or bare teak, varnished and painted surfaces, metal, fiberglass, Lexan or Plexiglass — even cloth, including sails, canvas and cushions.



Find it at your local marine dealer or:

**Sika Corporation  
Chemseco Division  
4800 Blue Parkway  
Kansas City, MO 64130**

**1-800-323-5926**

**For  
Canvas  
With  
Imagination**

**Any Combination:**  
Dodger  
Bimini  
Enclosure

**Custom  
Designs For  
Your Needs**

**(415) 233-7683**



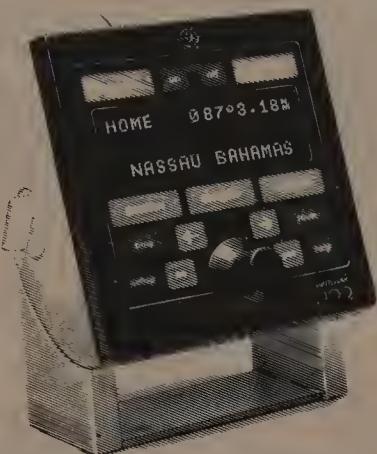
**California Custom Canvas**

1228 Brickyard Cove Road  
Point Richmond, CA 94801  
At Brickyard Cove Marina



## Rogers Electronic Services

**NORTHSTAR SYSTEM 9000** The complete navigating system for the 90's. It manages your navigation information...from waypoints, routes & courses to tides and avoidance areas. It's a high performance navigation system. Loran, Northstar Navigators have set the standard for two decades winning the NMEA "Best Loran" Award 12 years in a row, and are leading the 21st century. In today's World of Navigation, the best choice is Northstar.



### Northstar 9000 Navigation System

CALL FOR PRICES

Marine Electronics and Electrical

**SALES•SERVICE•INSTALLATION**

**(415)924-5366**



**THE  
MARITIME  
STORE**

*Come to Our  
Annual  
1/2 PRICE  
CLEARANCE  
SALE!*

*Many General  
Boating, Cruising  
and Sailing Titles  
Are Now  
HALF PRICE!*

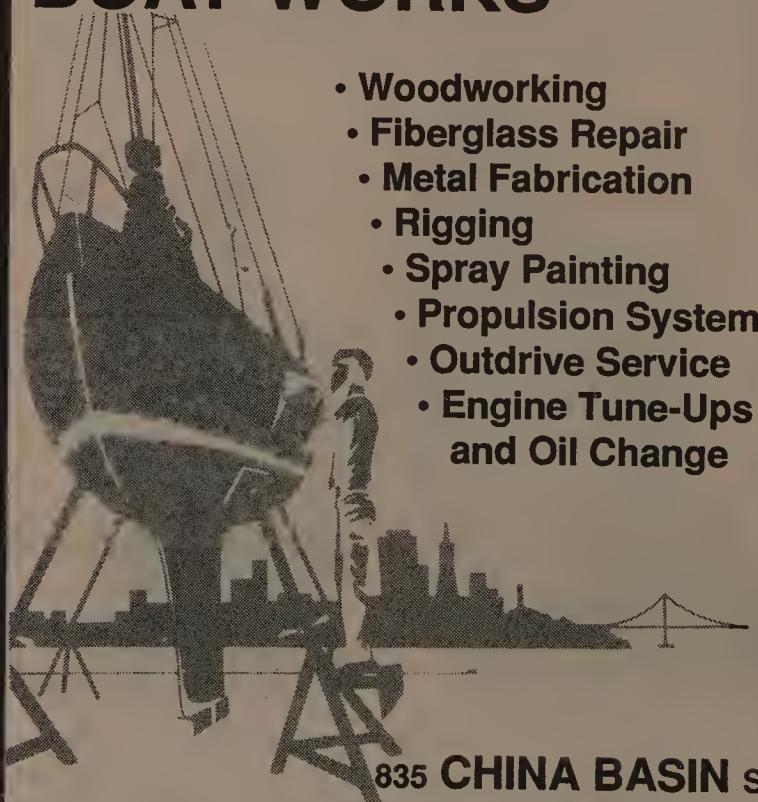
The most comprehensive selection of maritime books and gifts in San Francisco.

Located with the Collection  
of Historic Ships at Hyde Street Pier Across from the Cannery

**(415) 775-BOOK**

10 a.m. - 5 p.m. daily

## SAN FRANCISCO BOAT WORKS



- Woodworking
- Fiberglass Repair
- Metal Fabrication
- Rigging
- Spray Painting
- Propulsion Systems
- Outdrive Service
- Engine Tune-Ups  
and Oil Change

**835 CHINA BASIN ST.  
FOOT OF MARIPOSA  
SAN FRANCISCO  
(415) 626-3275**



# SPRING OUTFITTING SPECIALS!

Prices good through  
March 25, 1990

## Upgrade Your Ground Tackle

NEW ENGLAND ROPES



The superior quality of New England Ropes makes this the best anchor line you can buy - and the only one to trust your boat to. Stringent manufacturing controls and Caprolan 2000 with Sea Guard® to prevent chafe mean this line far outlasts the competition.

**ACCO**

## PROOF COIL CHAIN

The highest quality galvanized, low-carbon steel. Made in the USA. Sold by the foot.



| Size  | Model  | Reg.   | Sale |
|-------|--------|--------|------|
| 3/16" | 106468 | \$7.99 | .65  |
| 1/4"  | 106450 | \$1.19 | .99  |
| 5/16" | 106484 | \$1.69 | 1.39 |
| 5/8"  | 106476 | \$2.39 | 1.93 |

**Davis**



Which way  
does the  
wind blow?

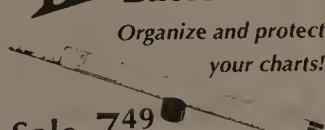
Sale  
**28<sup>95</sup>**

## 10" WINDEX WIND VANES

Great for small  
one-designs.

Model 150548 Reg. \$33.95

**Davis**



## CHART TUBES

Measures 40" x 3".

Model 103747 Reg. \$8.95

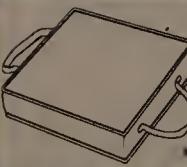


## West Marine Stay solidly attached to your boat!

### SAFETY HARNESS

- 2" nylon webbing
- Stainless quick release buckle

| Model | Reg.    | Sale         |
|-------|---------|--------------|
| ADULT | \$44.94 | <b>39.95</b> |
| CHILD | \$43.95 | <b>37.95</b> |



## Comfort & safety! BUOYANT CUSHIONS

Reg. \$8.95

## Ron Romaine's 12 Volt Seminar Offshore System Preparedness

Ron's very informative seminar will include such topics as: Maintenance; Systems; and Energy Management. This 2 hour seminar will give everyone a proper plan for travelling offshore.

\$3 advance, \$4 at the door.

| Store Location   | Date     | Time    |
|------------------|----------|---------|
| Santa Cruz       | March 6  | 7:00 PM |
| Palo Alto        | March 13 | 7:00 PM |
| Stockton         | March 14 | 7:00 PM |
| S. San Francisco | March 20 | 7:00 PM |
| Sausalito        | March 21 | 7:00 PM |

## Shop West Marine Products for Quality Boating Gear and Apparel

Stop in and compare our:

- Broad Selection
- Friendly Service
- High-quality Products
- No-hassle Guarantee &
- Our LOW, LOW Prices!

**FIREBOY**

## Protect your boat automatically! CG AUTOMATIC HALON FIRE EXTINGUISHER SYSTEMS

USCG approved fire protection featuring Halon 1301 to fight liquid and electrical fires. Visual charged/discharged lamp. Stainless steel mounting bracket.

Not all models available in all stores



**30%  
OFF  
LIST!**

## Nicro Marine ALL SNATCH BLOCKS

| Protects | Area (cu. ft.) | Model  | Reg.     | Sale          |
|----------|----------------|--------|----------|---------------|
| 15CG     | 75             | 176313 | \$114.95 | <b>109.95</b> |
| 35CG     | 200            | 176321 | \$159.00 | <b>149.95</b> |
| 70CG     | 350            | 315234 | \$239.00 | <b>219.00</b> |
| 100CG    | 500            | 176339 | \$279.00 | <b>259.00</b> |
| 150CG    | 750            | 315242 | \$415.00 | <b>389.00</b> |
| 200CG    | 1000           | 315259 | \$449.00 | <b>419.00</b> |

## SPINLOK ROPE CLUTCHES

Light, snagproof and easy on your lines. Clutch mechanism is easily released under load.

For boats to 35'. SWL 1050 lbs. Line to 7/16".

| Model  | Reg.     | Sale         |
|--------|----------|--------------|
| Single | \$39.95  | <b>33.96</b> |
| Double | \$73.95  | <b>62.86</b> |
| Triple | \$105.00 | <b>82.95</b> |

For boats to 45'. SWL 1500 lbs. Line to 9/16".

| Model  | Reg.     | Sale          |
|--------|----------|---------------|
| Single | \$67.95  | <b>57.76</b>  |
| Double | \$124.00 | <b>105.40</b> |
| Triple | \$184.00 | <b>156.40</b> |

**LEWMAR**



Unmatched  
reading  
clarity!



Sale **119<sup>00</sup>**

## MINI 2000 HANDBEARING COMPASS

Model 139980 Reg. \$129.00



# West Marine Products

## Quality Boating Gear and Apparel

**Sausalito**

295 Harbor Dr.  
(near Gate 5 Rd.)

(415) 332-0202

**S. San Francisco**

608 Dubuque  
(Oyster Pt. Blvd.)

(415) 873-4044

**Oakland**

2200 Livingston  
(23rd. Ave. offramp)

(415) 532-5230

**Stockton**

1810 Field Ave.  
(just off Hwy. 5)

(209) 464-2922

**Palo Alto**

850 San Antonio Rd.  
(just off Hwy. 101)

(415) 494-6660

**Santa Cruz**

2450 17th Ave.  
(at frontage road)

(408) 476-1800

16 STORES TO SERVE YOU! OPEN 7 DAYS A WEEK.

TOLL FREE PHONE ORDERING- California-800-283-6070...Outside California -800-538-0775 Visa & Mastercard honored

# West Marine Products

is your

# PETTIT



*marine paint*

## HEADQUARTERS

**TRINIDAD**  
**A High Copper Content Paint for Excellent Antifouling**



Trinidad is a premium, top-end conventional anti-fouling paint. It contains the highest percentage of cuprous oxide (up to 75%) of any paint on the market. The cuprous oxide is contained in a hard epoxy base that will produce a durable, long-lasting finish.



**TRAILEROAT**  
**On Sale Now for \$13.95!**  
**Protects Against Rust Like no Other Paint**

Traileroat is a unique silver-colored polyurethane coating that bonds tenaciously to iron and steel, forming a moisture-proof barrier against rust. If rust is already present, Traileroat penetrates and seals to prevent further corrosion.



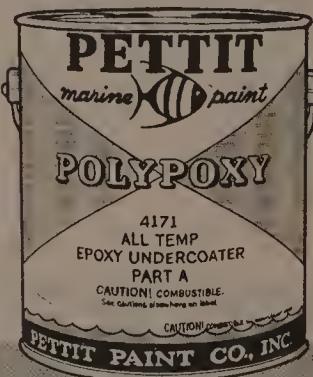
**SAILCOAT**  
**The Slicking Agent Gives You a Smoother Finish**

In addition to being an effective bottom paint, Sailcoat also has a slicking agent in it. This slicking agent, Molybdenum, makes it possible to wet-sand and burnish the paint to a super-smooth finish.



**POWERCOAT**  
**Has the Muscle to Handle Fast Running**

Powercoat is specifically formulated for fast-running offshore sportfishing and 'muscle boats'. It's smooth enough to minimize drag, yet tough enough to withstand hard use.



**ALL-TEMP EPOXY UNDERCOAT**  
**On Sale \$49.95**  
**Cures Quickly in Low Temperatures**

All-Temp is an epoxybarrier coat for sealing blister-prone gelcoat. Its biggest advantage is the ability to cure in temperatures as low as 33°F. All-Temp hardens quickly, allowing you to re-coat several times in one day. May also be used for fairing/sealing topsides, keels, bare fiberglass and rough metal. Model 262055 (gal)

Prices effective through March 25, 1990

# West Marine Products

*Quality Boating Gear and Apparel*

|   |  |   |   |  |   |
|---|--|---|---|--|---|
| <b>Sausalito</b><br>295 Harbor Dr.<br>(near Gate 5 Rd.)<br>(415) 332-0202 | <b>S. San Francisco</b><br>608 Dubuque<br>(Oyster Pt. Blvd.)<br>(415) 873-4044 | <b>Oakland</b><br>2200 Livingston<br>(23rd. Ave. offramp)<br>(415) 532-5230 | <b>Stockton</b><br>1810 Field Ave.<br>(just off Hwy. 5)<br>(209) 464-2922 | <b>Palo Alto</b><br>850 San Antonio Rd.<br>(just off Hwy. 101)<br>(415) 494-6660 | <b>Santa Cruz</b><br>2450 17th Ave.<br>(at frontage road)<br>(408) 476-1800 |
|---|--|---|---|--|---|

16 STORES TO SERVE YOU! OPEN 7 DAYS A WEEK.

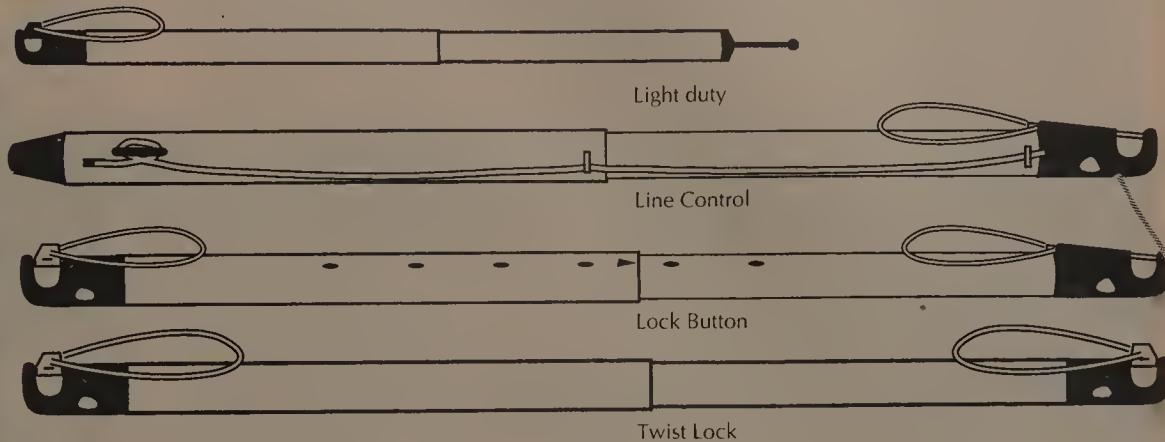
TOLL FREE PHONE ORDERING - California 800-283-6070...Outside California 800-538-0775 Visa & Mastercard honored



# Forespar®

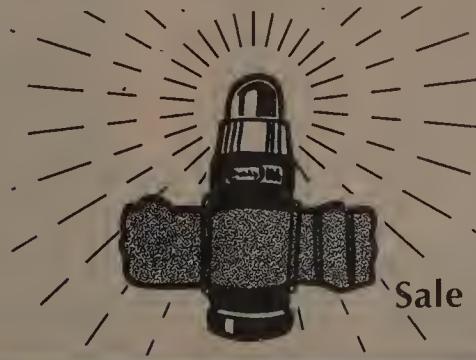
Get downwind faster and easier  
with a quality Forespar WhiskerPole!

**Save  
30%  
Off List  
Prices  
on all  
Whisker  
Poles!**



| Forespar Model # (#'s are closed/extended dimensions in ft.)                                  | For boats to... mod. to heavy air |               | For boats to... light to med. air |               | Tube dia inboard/outboard | WMP Model # | List     | New Low Price |
|---|-----------------------------------|---------------|-----------------------------------|---------------|---------------------------|-------------|----------|---------------|
|   | using a jib                       | using a genoa | using a jib                       | using a genoa |                           |             |          |               |
| ADJ 4-8*  | —                                 | —             | 16'                               | —             | 1"                        | 111153      | \$59.40  | 41.50         |
| ADJ 6-12*   | 16'                               | —             | 22'                               | —             | 1 1/4"                    | 111179      | \$81.30  | 56.50         |
| 6-12 DL*  | 16'                               | —             | 22'                               | —             | 1 1/4"                    | 112110      | \$86.80  | 59.50         |
| HD 6-12 DL  | 22'                               | 16'           | 25'                               | 22'           | 1 7/8"                    | 111369      | \$204.40 | 143.00        |
| 7-17DL  | 25'                               | 22'           | 28'                               | 25'           | 2"                        | 112151      | \$268.20 | 185.00        |
| *Poles come with Lexan mast pad eye. Poles larger than 6-12 do not include any mast fittings. |                                   |               |                                   |               |                           |             |          |               |
| ADJ 8-14  | 28'                               | 22'           | 30'                               | 28'           | 1 1/2" - 2"               | 111195      | \$267.45 | 185.00        |
| ADJ 10-18   | 33'                               | 28'           | 33'                               | 33'           | 2" - 2 1/2"               | 111138      | \$420.25 | 294.00        |
| ADJ 12-22   | 35'                               | 35'           | 35'                               | 33'           | 2 1/2" - 3"               | 111146      | \$563.80 | 394.00        |
| LC 8-14   | 28'                               | 22'           | 30'                               | 28'           | 1 1/2" - 2"               | 190884      | \$401.80 | 279.00        |
| LC 10-18  | 33'                               | 28'           | 33'                               | 33'           | 2" - 2 1/2"               | 190892      | \$479.25 | 335.00        |
| LC 12-22  | 35'                               | 33'           | 35'                               | 35'           | 2 1/2" - 3"               | 190900      | \$622.10 | 435.00        |
| LC 13-24  | 46'                               | 35'           | 46'                               | 46'           | 3" - 3 1/2"               | 317248      | \$951.95 | 665.00        |

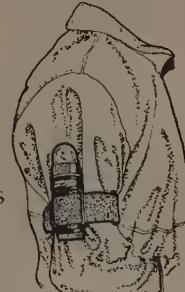
NOTE: Recommendations are conservative. We don't want you to break your pole!



***It could save your life!***  
**PERSONAL STROBE**

- Powerful Xenon strobe
  - Attaches to arm
  - Operates up to 28 continuous hours
- Model 268508 Reg. \$29.95

Sale **23<sup>95</sup>**



Prices effective through March 25, 1990



# West Marine Products

Quality Boating Gear and Apparel

**Sausalito**  
295 Harbor Dr.  
(near Gate 5 Rd.)  
**(415) 332-0202**

**S. San Francisco**  
608 Dubuque  
(Oyster Pt. Blvd.)  
**(415) 873-4044**

**Oakland**  
2200 Livingston  
(23rd. Ave. offramp)  
**(415) 532-5230**

**Stockton**  
1810 Field Ave.  
(just off Hwy. 5)  
**(209) 464-2922**

**Palo Alto**  
850 San Antonio Rd.  
(just off Hwy. 101)  
**(415) 494-6660**

**Santa Cruz**  
2450 17th Ave.  
(at frontage road)  
**(408) 476-1800**

16 STORES TO SERVE YOU! OPEN 7 DAYS A WEEK.

TOLL FREE PHONE ORDERING- California-800-283-6070...Outside California -800-538-0775 Visa & Mastercard honored

# SIGHTINGS

## lost and found — and lost

On January 30, in mid-Pacific, an alert lookout on the westbound container ship *Maui* spotted the upturned hull of a large sailboat. But any tension it may have caused aboard was quickly dispelled when Captain Scott Abrams got a good look. As well as a Matson Lines skipper, Scott is a veteran TransPac sailor (the last aboard *Grand Illusion*). He immediately recognized the long, lithe hull as *Pandemonium*, the Nelson/Marek 66 that dropped her keel and turned turtle on the way back from Hawaii to the Bay Area last summer. *Pando*'s four-man, one-woman delivery crew were rescued the same day, August 3, some 300 miles off San Francisco.



LATITUDE/JR

Above, 'Pandemonium' sunny side up. Right, 'Pando' over easy. Where will she turn up next?

In the days following the incident, an aerial search by both Coast Guard and private aircraft hired by Des McCallum, *Pandemonium*'s owner, failed to turn up any trace of the boat. (Conditions were admittedly poor — a 500-ft cloud ceiling and rough water). This seemed to confirm the delivery crew's belief that the boat had sunk. About a month later, the insurance company paid a claim of \$280,000, and the incident became another footnote in the colorful history surrounding the TransPac — or so everybody thought.

But now, here she was, floating serenely 4 miles south of the great circle route and 680 miles southwest of where she flipped. The rudder and keelbolts were sticking up, plainly visible. Though her submerged topsides showed some marine growth, both Abrams and Allen Garfinkle, *Maui*'s chief mate, said the rudder and bottom were as clean and shiny white as if they'd just been painted. (So shiny, in fact, that the glare overexposed the accompanying photos, requiring a good bit of darkroom calisthenics.)

"We were dying to do what we could to retrieve the boat," said Garfinkle, noting that they maneuvered the 720-ft *Maui* to within 50 or 100 feet of *Pandemonium* to try to make a positive identification.

"At the time of the sighting, we were just about to start a lifeboat drill," continued Captain Abrams. "If it had been calm enough, we would have at least used the drill to go over and confirm that it was *Pandemonium*." As it was, *Maui* was a little behind schedule and there was a good sea running, making the plan too iffy. Abrams reported the find to the Coast Guard and Matson home office and, after an hour or so, *Maui* resumed course toward Hawaii.

If nothing else, the find provides plenty of fodder for fireside conjecture during these cold evenings. Consider: 1) When the delivery crew last saw the boat before their liferafts were swept away from it, it was upside down, the rudder was underwater and only about two feet of bow was showing. The *Maui* crew found *Pando*, though still inverted, floating almost on her lines. 2) Is the boat — an ultralight sled — floating due to a big air bubble inside, or by its own buoyancy? Apparently, when you add up all the stuff that sinks (engine, winches, rigging, etc.) and compare it with the flotation inherent in the balsa-cored hull and deck, even without the keel the heavy stuff wins by a slight margin. However, the builder, Marshall "Duffy" Duffield of Duffield Marine in Newport Beach, has speculated that the 700-pound engine (new in March, by the way) might have torn off its mounts and fallen through the deck, which might allow the whole structure to float — and to float evenly as it apparently is. If the flotation is due to an air bubble, of course, righting the boat for towing might present the real danger of sinking. 3) Could the rig still be up? Although it's hard to imagine, a recent *Los Angeles Times* article on the find described *Pandemonium* as having "slowly rolled over with the 70-foot mast intact and sails attached." (The boat was carrying a #3 and double-reefed main when it capsized.) However, when delivery skipper John Frisch dove down to retrieve

cont'd next sightings page

## maybe it should be

The tanker *American Trader* entered San Francisco for repairs on February 22. Tears in the hull suffered early last month resulted in a 400,000 gallon oil spill that wreaked havoc on southern California beaches. The damage was apparently caused when the anchor was inadvertently dropped on the ship's bulbous



**'american traitor'**

bow. Jeez, you'd think they'd make provisions for something like that.

Turns out that the *Trader* may be only a few gallons shy of joining an infamous elite — bad luck ships like the *Puerto Rican* and *Exxon Valdez*. Last December, the 21st to be

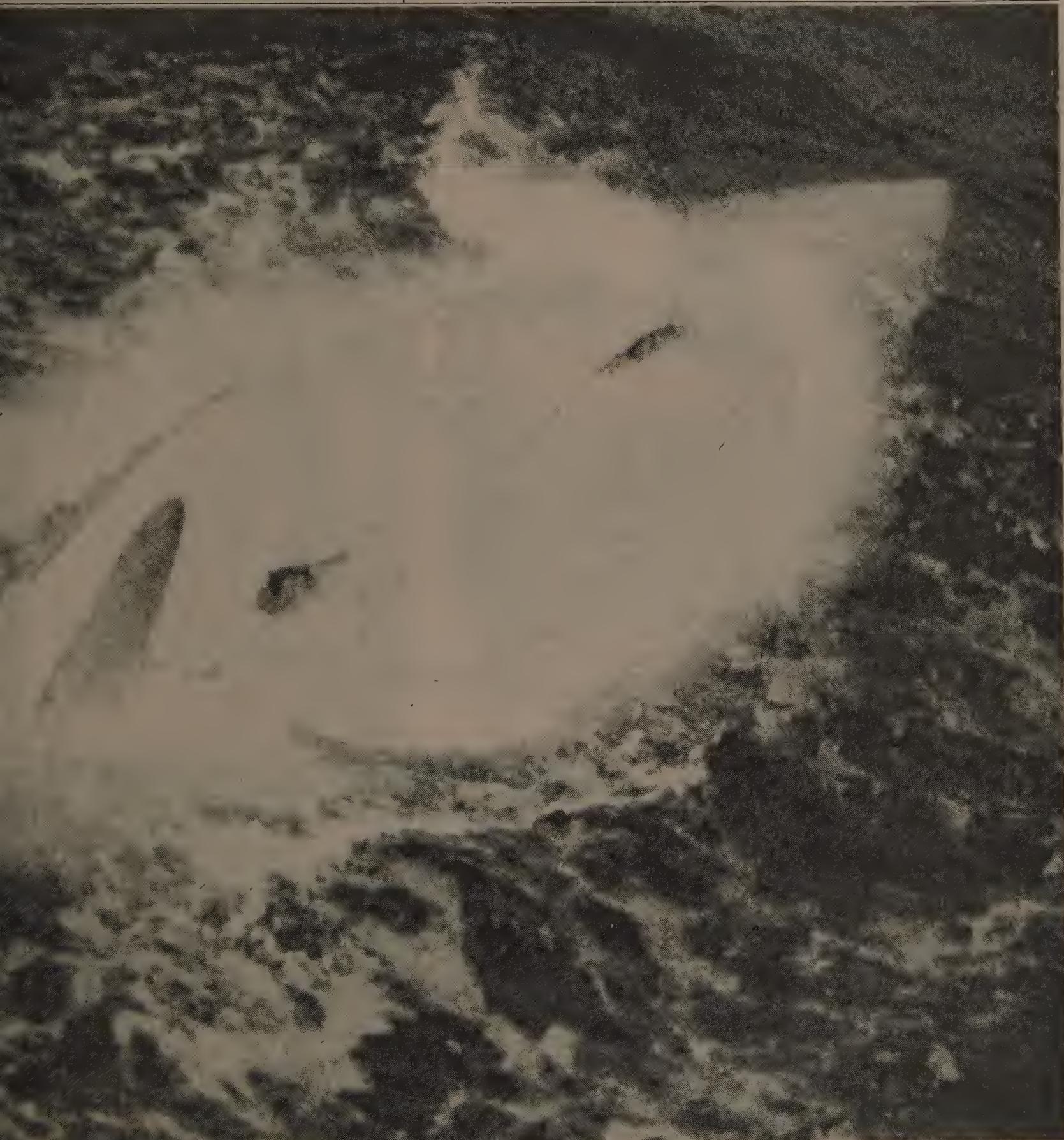
cont'd center of next sightings page

**lost and found — cont'd**

the EPIRB and other safety gear from the upside-down boat, he thought he saw that the mast had come off its step. Abrams and Garfinkle weren't able to see underneath the hull to confirm one way or the other.

And probably the most intriguing question of all: Is the boat salvageable? Or more accurately, is it worth saving? Strategically, it's too far out right now to mount an economical rescue. Structurally, majority opinion is that it's probably

cont'd next sightings page



COURTESY PHILLIP DESSETT

# SIGHTINGS

## lost and found — cont'd

towable once righted and pumped out. Some sails and most hardware could be reusable with a good cleaning, but the wood bulkheads may be saturated and therefore shot, and there's no hope for the electronics. Former owner McCallum may be closest to the mark when he guesses "You'd probably have to start with the hull and deck — and a huge mess — and build the boat all over again." Like everyone else, he was both surprised and intrigued by the find. "I got the call that they'd found the boat six months to the day after the one telling me she'd been lost," says the Los Altos physician.

And then there's the legal angle. The insurance company now holds the pink slip on the boat, and it's worth noting for all you would-be salvors feverishly splicing up new towing cables that insurance companies do not

cont'd next sightings page

## traitor

exact, the *American Trader* crashed into a parked ship while trying to dock at Richmond's Chevron refinery docks. The result was a 7-foot gash in the hull. Fortunately, though the ship was loaded with 550,000 gallons of Alaskan crude, the damage was confined to an empty tank. Neither the other ship nor the pipes pumping it full of oil were damaged and no oil was spilled.

A different captain was aboard *American Trader* at the time. Both he and the ship's



Another Baja Ha-ha'n bites the dust — how low can you go?

## — cont'd

owners blamed the pilot for the incident, which an owner representative likened to "touching the curb with your tire" — adding that it was a fairly frequent occurrence when trying to dock an 80,000 ton tanker.

Boy, doesn't that makes you feel better?

The ship was temporarily patched in Long Beach after the most recent mishap and sailed up empty of anything but water ballast. The ship will undergo repairs at Southwest Marine in San Francisco.



LATITUDE/JR

## lost and found — cont'd

consider an abandonment the same as a loss, like by fire or confirmed sinking. This means that if you tow an abandoned boat in, finders ain't necessarily keepers. In an insurance case like this, the best a salvor can do is claim salvage rights, which is like putting a lien on the vessel. You are then entitled to a certain percentage of the worth of the boat *in its present condition*. Both values would have to be determined by the court in what one attorney we talked to called "a very complicated process." Contract salvage, of course, is a completely different matter. That's where an insurance company or boat owner pays a salvor a predetermined fee to go out and find a boat and tow it in.

Neither has happened, nor is likely to happen, to *Pandemonium* in the near future. The boat is just too far out. In fact, most of the above questions may be moot if and when we ever hear about *Pando* again. Abrams says the sighting was sheer chance and that with any chop, the white-bottomed boat is practically invisible until you're right on top of it. As though to illustrate the point, he gave the coordinates (22° 24' N by 136° 36' W) to fellow Matson skipper (and TransPac sailor) Bob Buell, whose ship had left Los Angeles shortly after *Maui*. Two days later, Buell passed his *Lurline* over the exact spot in calm weather and then circled the area, but couldn't find *Pandemonium*.

The numbers say *Pando* is drifting about 4 miles a day to the southwest. Now that she's moving away from the great circle route, another sighting is unlikely — at least until November or December. At her current rate of drift, that's when she'll be back in the neighborhood of the Hawaiian islands.

NOTE: Anyone sighting *Pandemonium* is requested to contact either Stan Gibson or Marilyn Raia at (415) 777-0505. This is the law firm of Derby, Cook, Quinby and Tweedt, which represents Commercial Union, the San Francisco-based firm that insured the boat. They're particularly interested in updated position reports.

\*\*\*\*\*

**HEY SAILOR, WANT A GOOD TIME?**

Come join the fun at the Crew List Party  
on April 12 at the Corinthian YC.  
For more, see the 1990 Racing Crew List  
in this issue.

\*\*\*\*\*

**baja ha-ha 1990**

Don't expect to see Victor the Corona beer vendor par excellence at Baja Ha-ha Sail Week April 1 — April 6. We're sure this old friend of Sail Week would like to return for a seventh time, but the La Paz Corona beer distributorship he works for was outhustled for the rights to Sail Week by the Carte Blanca distributor.

"Carte Blanca was camping on our doorstep telling me they'd pretty much provide whatever we wanted if they could get the concession," said Sail Week Chairman Don Perkins. So in addition to all the normal stuff Baja Ha-ha'ers have come to expect, such as beer (Carte Blanca, Tecate, Dos Equis and Bohemia), sodas, ice, latrines, tents, tables, chairs, BBQ's, generators for lights and sound, they'll also have tacos, hot dogs, tortillas and other fast foods available for purchase on the beach. Having to make the considerable journey from the beach to the boat and back (Ha-ha vets know what we're talking about) just to get an afternoon snack has always been Sail Week's biggest annoyance. Carte Blanca will also be responsible — although we're certain cruisers will do more than their share — for cleaning up Isla Partida after the event is over.

cont'd next sightings page

# SIGHTINGS

## baja ha-ha 1990 — cont'd

For those not familiar with the event, Baja Ha-ha Sail Week was conceived in 1983 by the publisher of *Latitude* as an end-of-season get-together for cruisers in Mexico. Quickly adopted by the cruisers in La Paz at the time, it received the blessing of the Mexican government and various sponsors. This year the event is being co-sponsored for the first time by the Cruising Club of La Paz and *Latitude 38*. Anywhere from 65 to 195 boats have participated in past Sail Weeks; approximately 120 are expected this year.

Sail Week commences with opening ceremonies at the Gran Baja Hotel Marina in La Paz on the afternoon of Sunday, April 1. The ceremonies will include the raising of the Mexican and American flags (assuming they remember the halyards; last year they didn't and ceremonies were held under 'bare poles') as well as spirited renditions of the respective anthems by the Navy Band. Various Mexican dignitaries will provide a few words of welcome and inspiration after which Miss Baja will crown the Sail Week Queen. With that, everyone adjourns to a free — if the sponsorship comes through — cocktail party. This is the first event of Sail Week, and it's when old friends are reunited and new acquaintances are made.

Sail Week features three voluntary races, the first one being approximately 20 miles from the outskirts of La Paz to the main Sail Week venue at Isla Partida, a mostly uninhabited island drifting around out in the Sea of Cortez. Like all Sail Week races, there will be racing divisions for those who take their boatspeed seriously and like to scream, and cruising divisions for those who like to tow their dinghies, who are between bottom jobs, or who can't go an entire race without pausing for a little sex. Protests are discouraged, but when accompanied by a \$100 committee fee will be heard this September in Bolivia. *Latitude* will provide the various trophies, including the traditional one for the crew with the 'best overall tan'.

Alternating with the race days are the 'beach days', during which all manner of skills are contested in a friendly (usually) manner. A typical Sail Week features competition in such activities as spear fishing, volleyball, dominoes, horseshoes, sand-sculpture, dinghy rowing, blindfold dinghy rowing, sailboarding, chess, chili cooking, schmoozing — and pretty much whatever anybody cares to suggest. Perhaps the most spirited competition are the volleyball games between the Mexican panga fisherman and the Cruiser All-Stars. One foolish cruiser made the mistake of leaving the fisherman the ball and net after the first Sail Week and they've been whomping the Cruiser All-Stars ever since.

As always they'll be the popular bikini contests, for men and women, for over and under 40. In the early years Sail Week also featured heated wet T-shirt and 'wet buns' contests. On some occasions the competition became so intense that a little more flesh was exposed in public than Mexican officials feel is good for the reputation of their republic. At their request, such events were discontinued last year. One competition that has continued with the best wishes of everyone is the 'talent nights'. Nobody ever knows what's going to happen at them, but usually it's been either good or memorable.

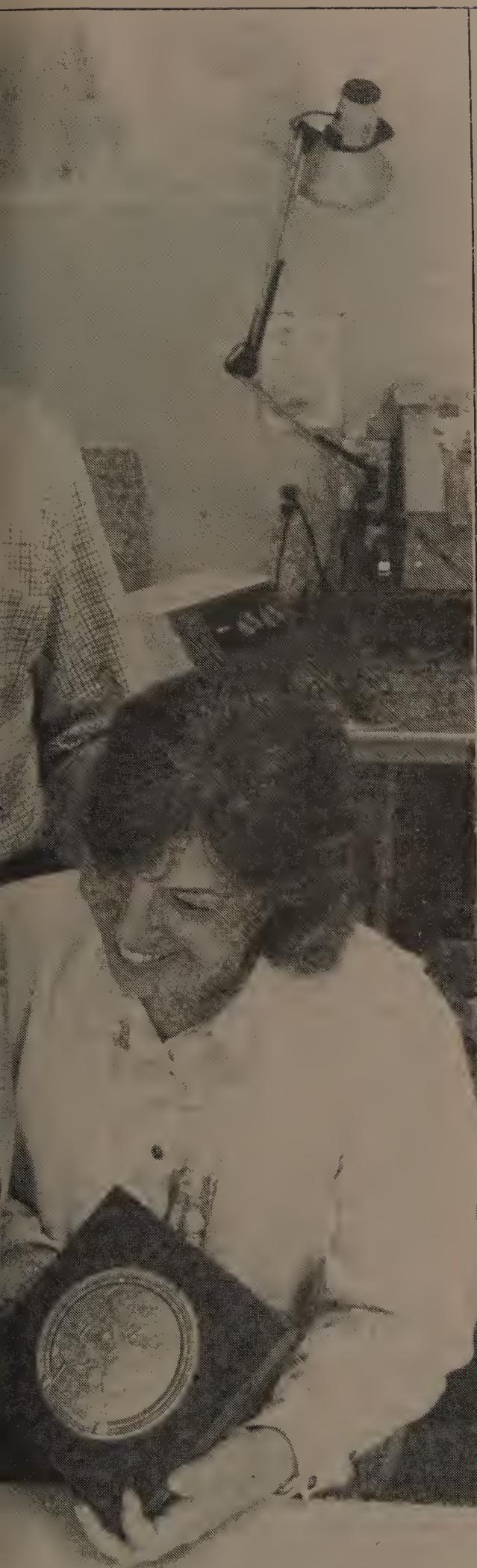
The races and shoreside competition notwithstanding, Sail Week is most of all a big social event, where cruisers can trade stories about where they've been, where they're going, and what's going right or wrong with their boats and gear. It's also a great place for crew to catch rides with boats heading for the South Pacific, Costa Rica or back to California.

The Cruising Club of La Paz recently concluded design competitions for this year's programs and T-shirts. Skip Hanna of *Dawn* and J. Elbert of *Oceana II* were the respective winners. Each won \$50,000 pesos, which sounds like a hell of a lot more than it really is. The T-shirts will sell for \$10 each.

Like the wind and *Latitude*, Baja Ha-ha Sail Week is free and everyone is cordially invited. If you're in the States and want to fly down and camp out at Isla Partida, you shouldn't have any trouble getting out there or on a boat for the races. You must, however, be completely self-sufficient right down to the water you drink. It's so much fun that several of our staff will be doing it again this year.

While Sail Week is free, all participants are required to bring their best dispositions and broadest smiles. After all, Ha-ha is the event's middle name.





Roy and Tee show the Cruiser's Medal to a pair of young admirers.

LATITUDE/RICHARD

## just out having a little fun

"Theirs was an extraordinary cruise in the highest sense of the word. No fuss, no feathers and no hairy stories. Just taking what came along in the easy way, possible only if superb planning and a very high level of seamanship are exercised."

With the above words the venerable Cruising Club of America (CCA) summarized its reasons for awarding Roy and Tee Jennings of Inverness the Blue Water Medal for 1989. Awarded since 1923 "for the year's most meritorious example of seamanship", the medal is no meaningless trinket. The most prestigious recognition available to cruisers, past recipients include Rod Stephens, "the British Yachtsmen at Dunkerque", Eric and Susan Hiscock, Carleton Mitchell, John Guzzwell, Sir Francis Chichester (twice), Eric Taberly and Bernard Moitessier.

Although lifelong sailors, the Jennings were honored specifically for their four-year, 60,000-mile circumnavigation aboard *Foxglove*, the most recent of three Freya 39s they have owned. Having finished the boat from a bare hull, the Jennings left San Francisco in May of 1984 and returned the same month four years later. In the process they visited 28 countries, sailed countless oceans and seas, and braved Cape Horn, the South Cape of New Zealand and the Cape of Good Hope — as well as sailed as far north as Scandinavia. Their voyage was documented in the July 1988 issue of *Latitude*.

"I couldn't have done it without Roy and he wouldn't do it without me," jokes Tee, a 52-year old former American Airlines stewardess.

"It makes me feel kind of funny," says the 65-year old Roy, "because we just went out and had fun."

Lest anyone feel the former American Airlines pilot (guess how they met) is posturing when he describes their 48-month circumnavigation as "just having fun", consider what the couple did just six months after their return to Inverness. They took off again in *Foxglove*, down the west coast, through the Panama Canal, up through the Caribbean and the East Coast of the United States and Canada as far as St. John, Newfoundland. They covered that much ground in seven months.

After plotting the 26 icebergs being tracked by Canada Ice, they set off in what soon became 32° water and air temperatures for Ireland. It was so foggy they never did see an iceberg. "We picked one up on the radar," Roy remembers, "but I was too cowardly to approach it with just the radar." Passing Greenland they hit the Gulfstream and 72° water, which combined with milder and more favorable winds made the remaining sail to Kinsale, Ireland quite pleasant. Their northerly Atlantic crossing of 1,800 miles took 14 days. After cruising Ireland, England and France, they returned to England to leave *Foxglove* in a shed for the winter. They have tickets to return to their boat early in March with an eye toward Yugoslavia and Turkey.

Aren't they just about burned out on cruising?

"We'll probably keep cruising until we can't walk or something. We came home this winter, but I don't think I want to do it again. Maybe we'll spend next winter fooling around on the boat in Turkey or Cyprus."

Exactly how the Jennings were nominated for the award is a mystery to them. Having roamed the world's oceans for so long, they know quite a few cruisers and past Blue Water Medal winners, so maybe one of them made the suggestion. One thing is certain: the Jennings award was not the result of self-promotion.

Roy and Tee are the kind of couple who will pull into Sausalito after a 52-day non-stop voyage from Chile and listen patiently as the guy on the boat next to them moans about what a long and hard trip he had back from the Delta. The Jennings are so reticent that the berth neighbor is unlikely to ever think they are anything more than occasional daysailors. Further shielding their exploits is the fact that *Foxglove* is so well maintained that she looks like she's rarely left the berth.

Surprisingly, the Jennings are not the first Northern Californians — or even residents of Inverness — to be awarded the CCA's Blue Water Medal. In 1952 Alfred Petersen (whose widow Marjorie, a resident of San Rafael, sailed many, many ocean miles with him) received the medal for a four-year circumnavigation in a 33-foot double-ender. In 1957 San Francisco's

cont'd next sightings page

# SIGHTINGS

## a little fun — cont'd

William Holcomb was awarded the medal after a circumnavigation and two trips to South America aboard the 46-foot schooner *Landfall*, which is currently berthed in Sausalito. In 1971 Hal Roth, formerly of Sausalito and now of Hawaii, was awarded the medal for an 18,000-mile cruise around the Pacific Basin. The very next year, the Robert Griffith family of Inverness was presented the medal in honor of three circumnavigations and a 12,000-mile Antarctic voyage aboard *Awähnee I* and *Awähnee II*.

## pacific cup

The way things are going, the July 2 and 6 start dates for the 1990 West Marine Pacific Cup Race may well mark a milestone in the annals of trans-

### 1990 West Pacific Cup Entrants

| Yacht                      | Class/Type        | Owner/Charterer     | Home Port          |
|----------------------------|-------------------|---------------------|--------------------|
| <b>DOUBLEHANDED</b>        |                   |                     |                    |
| <i>Bonzi</i>               | Moore 24          | Ansak/Manthorpe     | Sausalito          |
| <i>Light'n Up</i>          | Express 27        | Roth/Doyle          | Tiburon            |
| <i>Lobo</i>                | J/33              | Magri/Magri         | San Jose           |
| <i>Going with the Wind</i> | Ericson 34        | Springer/Symes      | San Jose           |
| <i>Perigall</i>            | C&C 35            | Daniels/Edwards     | Sunnyvale          |
| <i>To Be Announced</i>     | Hunter Leg. 35.5  | Bankson/Baillargeon | Seattle, WA        |
| <i>Juanita</i>             | Phoenix (Cstm)    | Row/Row             | Mt. View           |
| <i>Illusion</i>            | Cal 40            | Honey/Lindsay       | Palo Alto          |
| <i>Quacker Jacque III</i>  | Hans Christian 33 | Miller/Jacque       | Playa del Rey      |
| <i>Beyond</i>              | Ericson 46        | Haire/Lerner        | Alta Loma          |
| <b>PHRF</b>                |                   |                     |                    |
| <i>Passage Fast</i>        | Flicka 24         | Malcolm Misuraca    | San Francisco      |
| <i>No Drama</i>            | Yamaha 29         | Collin Taylor       | Bellevue, WA       |
| <i>H-Bee</i>               | Humboldt 30       | Leo Fredrickson     | Eureka             |
| <i>Saraband</i>            | Westsail 32       | David King          | Portland, OR       |
| <i>Sabrina</i>             | Coronado 34       | Thomas Hoynes       | Alameda            |
| <i>Jennifer Marie</i>      | Cal 35            | George LeVasseur    | Seattle, WA        |
| <i>Shearwater</i>          | Cal 35            | Tom Tatum           | Santa Rosa         |
| <i>Good Times II</i>       | Ericson 35        | Barry Bevan         | Sacramento         |
| <i>Glory Days</i>          | Pretorian 35      | Andy Rothman        | Palo Alto          |
| <i>Perfect Stranger</i>    | Allmand 35        | Dan Kamper          | San Francisco      |
| <i>To Be Announced</i>     | To Be Announced   | Charles Farrell     | Sacramento         |
| <i>Petard</i>              | Farr 36           | Keith Buck          | Alamo              |
| <i>Ta Mana</i>             | Trisbal 36        | H.B. Quante         | Richmond           |
| <i>Waiting For You</i>     | Crealock 37       | Frank Delfer III    | Loomis             |
| <i>Pleades</i>             | Buchan 37         | Peter Lange         | Seattle, WA        |
| <i>Allegro</i>             | C&C 37            | Robert Smalley      | Chula Vista        |
| <i>Secret of NIMH</i>      | Express 37        | Kent Greenough      | Alameda            |
| <i>Mary II</i>             | Fairweather 38    | Russ Dennis         | Los Angeles        |
| <i>Ghost</i>               | Morgan 38         | Lou Ickler          | San Francisco      |
| <i>Escape</i>              | Nordic 40         | Phil Jones          | Kentfield          |
| <i>Cool Change</i>         | Passport 40       | Philip Stolp        | Kenwood            |
| <i>Promotion</i>           | Santa Cruz 40     | Geoff Eisenberg     | Watsonville        |
| <i>Jaku</i>                | Swan 40           | Elle Alain Levi     | Marina del Rey     |
| <i>Else</i>                | Pacific 40        | Bruce Fowler        | Alameda            |
| <i>Lapuwale</i>            | Sceptre 41        | Ernest Jordan       | Belmont            |
| <i>Bare Assests</i>        | Hans Christian 33 | Jerry Kunze         | Reno, NV           |
| <i>Erin</i>                | Hans Christian 33 | Jim Sully           | Huntington Bch     |
| <i>Rocinante</i>           | Beneteau 1st 42   | Alex Malaccorto     | San Jose           |
| <i>Amica</i>               | Barnes/Austin     | George Austin       | Kirkland, WA       |
| <i>Westcoast Eagle</i>     | Norseman 44       | Mark Miller         | Bainbridge Is., WA |
| <i>Fete Accomplie</i>      | Roughwater 45     | Eugene Eisenberg    | Napa               |
| <i>Beach Party</i>         | Farr 46           | J & P Sprouse       | Portland, OR       |
| <i>Tin Man</i>             | Barnett 48        | Ned Flohr           | Seattle, WA        |
| <i>To Be Announced</i>     | Schumacher 50     | J & S Coreman       | Oakland            |
| <i>Oaxaca</i>              | Santa Cruz 50     | Jim Ryley           | Saratoga           |
| <i>Our Destiny</i>         | Hans Christian 44 | William Brill       | Richmond           |
| <i>North Star</i>          | MacGregor 65      | Fred Welbel, Sr.    | Fremont            |
| <i>Meridian</i>            | Schiff/Perry      | Tim Clark           | Seattle, WA        |
| <i>Kathmandu</i>           | Santa Cruz 70     | Gene Twiner         | Ketchum, ID        |
| <i>Atalanta</i>            | (ex-Ondine III)   | Richard Hadrine     | Mercer Isle, WA    |

Pacific yacht racing. With two months to go before entries close on May 1, the fleet is already up to 48 boats, which equals the number of competitors in last year's TransPac. Only one more would put it "over the top" — setting the first

cont'd next sightings page

## remembering tom

Tom Blackaller lives on, bigger than life even though he passed away almost half a year ago. Since his death at age 49 in September, a steady stream of people have approached the family, wanting to name an award or trophy in his honor. As a result, the family has decided to create the St. Francis Yacht Club Foundation, Tom Blackaller Fund, a program to support and fund young sailors in national and international events.

The foundation is having a fundraiser on Thursday, March 8. The reception, to be held at the St. Francis from 7 to 9 p.m., is open to anyone who would like to attend. A minimum \$50 contribution is requested, as are RSVPs by March 3 to Christine Blackaller at (415) 331-1324. We realize this is short notice by the time this issue hits the streets, but hopefully they can still accommodate those who read this a day or two late.

The five-year goal of the Foundation is to raise \$100,000. The principal money will be endowed, with awards granted from the interest. Awards will be open to all juniors, not just St. Francis YC members. This is something Tom would really be proud of, and we hope everyone who can will make it.

## el nino on

Climate Analysis Center scientists are becoming increasingly concerned that rising ocean temperatures near the equator may signal the return of El Nino. A slight ocean warming doesn't sound serious until you remember that the big El Nino in 1982-'83 was blamed for a host of misery: the first five hurricanes to strike French Polynesia in 75 years, a severe drought in Africa, terrible winter storms in California, the worst drought in Australia in 200 years, and months of deluging rains in Peru and Ecuador. The total destruction was calculated at 1,500 deaths and as much as \$8 billion in damage.

Much milder El Nino conditions returned in 1986-'87 with little damage. The good news is that scientists currently feel that the current warming in ocean temperatures is more like the recent El Nino rather than the terrible one of the early 80's.

However, a series of unusual and inexplicable changes in and around the Pacific have some experts wondering. There's the case of the missing whales in Baja. Each year approximately 2,000 whales migrate from Alaska to the lagoons on the west coast of Baja in order to give birth to calves. As of the first week in February, no more than 20 whales had made an appearance. "This is the first time this has happened," said Graciela de la Garza, head



Christine (l) and Lisa Blackaller accept Tom's Lifetime Achievement award from the USYRU.

Other well-deserved recognition for Tom includes the renaming of the Crissy Field buoy in his honor. This ceremony will take place at the March 8 reception. He was also awarded the first ever Lifetime Achievement award by Rolex/USYRU at their recent yachtsman/yachtswoman of the year presentation. Tom's widow, Christine, and daughter, Lisa, accepted the plaque on February 14 in New York City.

## the way back?

of conservation for Mexico's Department of Ecology and Urban Development. Normally the first whales arrive by November and start heading back to Alaska no later than April. This year's whales starting arriving a month late and in shockingly small numbers. Some speculate the whales have been killed or detoured because their migratory path takes them near the Alaskan port of Valdez, where you might remember a little oil was spilled earlier in the year. Others suggest an industrial salt plant in Baja might be a cause. Ulises Cesena, coordinator for the whale reserve in Baja says such theories bear investigation, but he feels that the cold waters of the Corriente de la Niña, somehow caused by the warmer water near the equator, have been keeping the whales away.

Another change that has scientists scratching their heads is the dramatic decline of fish, ocean-going steelhead trout in particular, whales, and nesting cormorant populations in the Pacific Northwest. The decline in steelhead has been described as "drastic" while the cormorant population is down a breathtaking 70%. Leading suspects are the oil spill, the recent advent of 30-mile long drift nets and the changes in ocean temperatures and currents associated with El Niño.

And the problem isn't confined to  
cont'd center of next sightings page

## pacific cup — cont'd

of many records that could easily fall during this year's run for the plumerias.

Likely the most coveted of these, at least among the big boys, is the Pacific Cup record. It was not broken in 1988 and, funny thing, *Merlin* didn't race that year. Bill Lee's original 67-ft ultralight sled set and then beat its own record for the Pacific Cup every running (the race is run in even-numbered years) from the inaugural race in 1980 to 1986. That record is 8 days, 14 hours, 53 minutes. Incidentally, *Merlin* also holds the all-time trans-Pacific monohull record (set during the 1977 TransPac) of 8 days, 8 hours. You can be sure the big sled on this Pacific Cup, the Santa Cruz 70 *Kathmandu*, under charter to Gene Twiner of Ketchum, Idaho, will be gunning for both.

Unlike the TransPac, pushing such envelopes is only a small part of the fun in the Pacific Cup. With divisions for IOR, PHRF I and II, and doublehanded racers (the TransPac is limited to IOR and IMS), the Pacific Cup really seems to have come into its own as the "people's race to Hawaii." Just bring what you have between 24 and 70 feet and they'll fit you in somewhere. For example, the size counterpoint to *Kathmandu*, this year's largest boat, is shared by two counterpoints themselves: The doublehanded entry of "Team Bonzi" — Frank Ansak and John Manthorpe sailing the Moore 24 *Bonzi* out of Sausalito; and Malcolm Misaraca's heavy-displacement Passage Fast, a 24-ft *Flicka* sailing out of San Francisco.

And the great thing is, with so many different divisions, everybody has a chance to win something! Whether you finish in 8 days or 14; whether you're in an ultralight switchblade or an ultraheavy battlecruiser; whether this is your first Pacific Cup or sixth, sail it consistently and, who knows, you may take home more than a welcoming lei. Nowhere was that better shown than in 1988 when Dave King's *Saraband* — a Westsail 32 — took overall corrected honors despite being the second to last boat to finish! As you'll see from the accompanying list, Dave's coming down from Portland, Oregon, this year to prove that his victory wasn't a fluke.

We could go on and on about the Pacific Cup, as new developments are taking place nearly daily for this race: a new Schumacher 50 for longtime Pacific Coppers Jim and Sue Corenman is nearing completion; a quarter of the entries are from the Pacific Northwest, indicating PacCup may be drawing boats away from the Victoria (Canada) to Maui Race which starts June 30; the Kaneohe Bay Yacht Club, normally limited to 50 boats, has made provisional plans to accommodate more; and lots of other news. We'll update that information in the next issue. For now, you'll have to settle for this list of paid entrees.

For more information on entering, West Marine's excellent race seminars, or any other facet of this race, call Pauline Halajian at (408) 476-6928, or Steve Kyle at (707) 778-6300, or Pacific Cup Yacht Club Commodore Mary Lovely at (415) 359-8528.

## singlehanded transpac

Advertising pays off, according to Peter Hogg, race chairman for this year's Singlehanded TransPac. While the 1988 race had one of the smaller fleets in the race's 10-year history, this year's probable June 30 starting lineup boasts as many as 28 boats so far, the second largest fleet in event history. (The largest was the first fleet in 1978, with 32 boats.) Peter attributes at least some of this renewed vigor to a colorful poster commissioned by the race-sponsoring Singlehanded Sailing Society. In flaming oranges and reds, the Jim DeWitt painting depicts 1988 winner and monohull race record holder, Bill Stange's Olson 30 *Intense* on a blazing spinnaker run. Hey, it made us want to go.

Whatever their reasons, this year's crop of entries is probably the most diverse and significant group since those first 32 brave souls headed out the Golden Gate in '78. Diverse in a couple of ways: first, that the entries are from all over the West, with 2 from Canada, 4 from Washington (including the only woman in this year's race), 1 each from Oregon, New Mexico and Montana, 9 Southern Californians and 11 local starters. Second, this will be the first year where at least one representative of each of the six previous races will participate. (The SH TransPac is raced biennially in even-numbered years.)

The significance of the 1990 fleet may be even more important. Since its  
cont'd next sightings page

# SIGHTINGS

## singlehanded transpac — cont'd

inception, when doomsayers shook their heads predicting death and disaster to recent years when it sometimes seemed like it was just the same bunch of guys going over and over again, the Singlehanded TransPac has been in a state of flux. Has the event been stagnating, growing or wasting away? Would it be absorbed as a division of the Pacific Cup (which starts the following week), or stand on its own? Would it change destinations from remote Hanalei Bay

## el nino

'everybody else's' wildlife. In recent months, thousands of seabirds from the Farallones Sanctuary have been washing ashore dead. The cause appears to be starvation, which could be an indirect result of El Nino — the warm water kills the plankton, which starves the fish, which starves the birds.

Then there's the somewhat surprising

## a win-win

If you're like most people, you care about the homeless, rehabilitating drug abusers and many of the other problems that confront your fellow man in today's society

| SSS TRANSPAC ENTRIES (As of 2/26) |                 |                      |                   |
|-----------------------------------|-----------------|----------------------|-------------------|
| skipper                           | boat            | name                 | homeport          |
| Alan Brutger                      | Freedom 44      | Polecat              | Montana           |
| Barry Ruff                        | Catalina 28     | (name not available) | Vancouver, B.C.   |
| Bob Cramner-Brown                 | Custom 60       | Etosha               | Los Altos         |
| Bob Dixon                         | F-27 trimaran   | Super Fox            | San Diego         |
| Buzz Sanders                      | Sonoma 30       | Red Stripe           | Saratoga          |
| Dan Newland                       | Newland 36(*)   | (NNA)                | Alameda           |
| Denny Quirk                       | J/27            | Luhasea              | Friday Harbor, WA |
| Dick Squire                       | Custom 41       | Shooty               | Malibu            |
| Frank Neumann                     | Dash 34         | Interface            | Bellevue, WA      |
| Fred Gamble                       | Islander 37     | (NNA)                | Santa Barbara     |
| Fred Joyce                        | Express 37      | Logical Switch       | Alameda           |
| George Sakata                     | Olson 30        | (NNA)                | N. Vancouver, BC  |
| Hans Vielhauer                    | Cal 40          | (NNA)                | Penngrove         |
| Jay Stinson                       | Islander 37     | (NNA)                | San Rafael        |
| Jeff Arnst                        | Hunter 30       | Duval                | Mountain View     |
| Jerry Huffman                     | Wilderness 40   | Cynthia              | Manhattan Beach   |
| John Walton                       | F-27 Trimaran   | (NNA)                | Chula Vista       |
| Ken Reper                         | Finn Flyer 31   | Harrier              | Marina del Rey    |
| Leslie King                       | Wilderness 21   | Frequent Flyer       | Santa Fe, NM      |
| Lloyd Lindauer                    | Ericson 35      | Ventaja              | Redondo Beach     |
| Mike Popa                         | Catalina 27     | Tahlequah            | Beaverton, OR     |
| Nancy Butler                      | Olson 30        | Cheers               | Everett, WA       |
| Peter Anderson                    | Olson 29        | High Flight          | Laguna Beach      |
| Peter Crane                       | Santana 37      | Possible Dream       | Santa Barbara     |
| Peter Hogg                        | 40' trimaran(*) | Aotea                | Mill Valley       |
| Ray Jason                         | Farallon 29     | Aventura             | San Francisco     |
| Robert McCurdy                    | unknown         | (NNA)                | San Francisco     |

\* new boats

(Kauai) to a more "happening" venue?

Well, we think it's fairly apparent that this gangly tomboy has finally matured into a rugged individualist — much like the men and women who sail it. The race will remain autonomous from the Pacific Cup — "Nothing against them, we just feel it would dilute what the Singlehanded TransPac has become if it were only a division of another race", says Peter Hogg. It will continue to finish in beautiful Hanalei Bay, for the cozy, fraternal feel of the place. And — it almost goes without saying — The Singlehanded TransPac is here to stay.

Entries for the 1990 race close May 31. For more information, contact Peter Hogg at 332-5073.

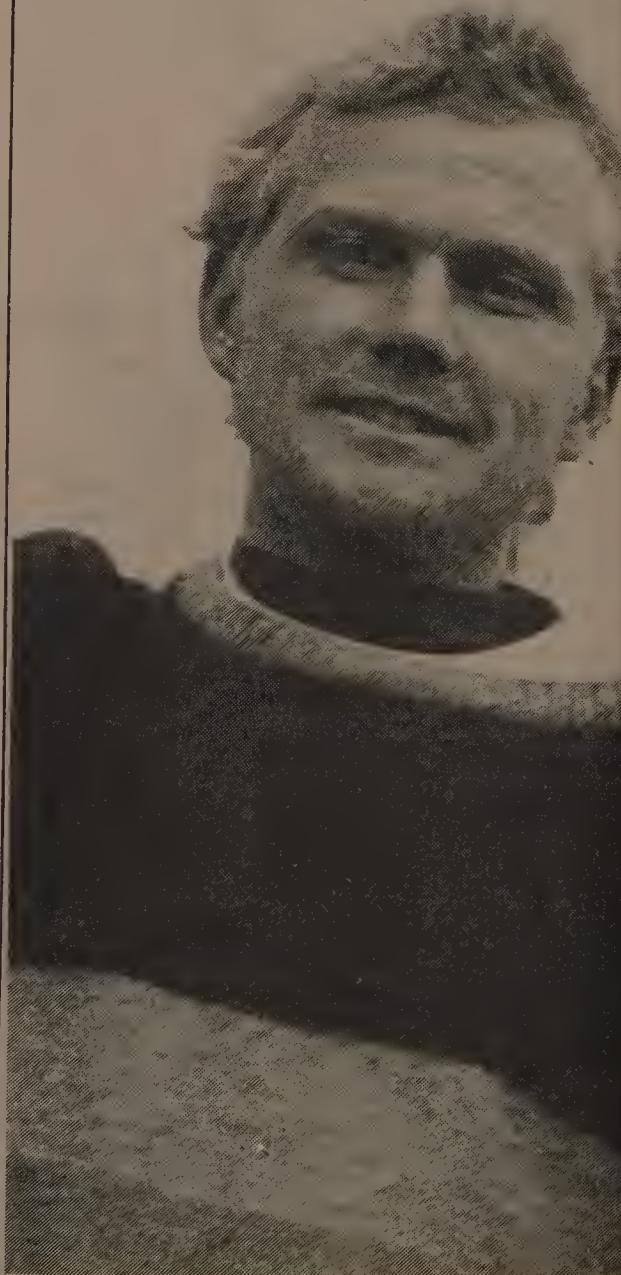
## three men and a snail

One of the real highlights of the cruising life is sitting around the cabin with a bunch of new cruising friends and swapping stories into the night. It's been awhile since we've been "real" cruisers, but we still manage to find a comfortable settee now and then, like the one on L'Escargot, a double ender recently arrived in the Bay Area from Sweden.

Well, actually partners Ricky Malaise and Anders Johanssen left their homeport of Gavle about 2 1/2 years ago. They've been on a leisurely circumnavigation ever since, with stops in Germany, England, Spain (where the third crewmember, Adolpho Moreno, joined the boat), the Canaries, the West Indies, Venezuela, Panama, Costa Rica and Guatemala — just to name a few. Venezuela was a favorite. "Absolutely the most beautiful place you ever saw," says Ricky in flawless English. (Raised in different cities all over the world, he speaks five other languages, too — all, he's been told, without any accent.) "The cheapest, too. At the fuel dock, we got 70 gallons of diesel and a case of beer and still got change for \$10!"

The worst? "Guatemala. The first thing they did was ask — ask — for a \$100 bribe. Then when we rowed over to visit the only other boat in the harbor

cont'd next sightings page



**— cont'd**

appearance of a tropical cyclone (hurricane) in Western Samoa. While in the hurricane zone, it and adjacent islands nonetheless suffered their worst cyclone destruction in 75 years.

The verdict is still out on the severity and effects of a new El Nino, but it certainly bears monitoring.

**proposition**

— but don't know quite what you can do to help. Well, a pilot project being investigated by City Team Ministries of San Jose may be

*cont'd center of next sightings page*

**three men and a snail — cont'd**

(Quetzal), they came out with machine guns and brought us back to our boat. They said we needed a permit to visit another boat. We barely talked them out of fining us \$1,000!"

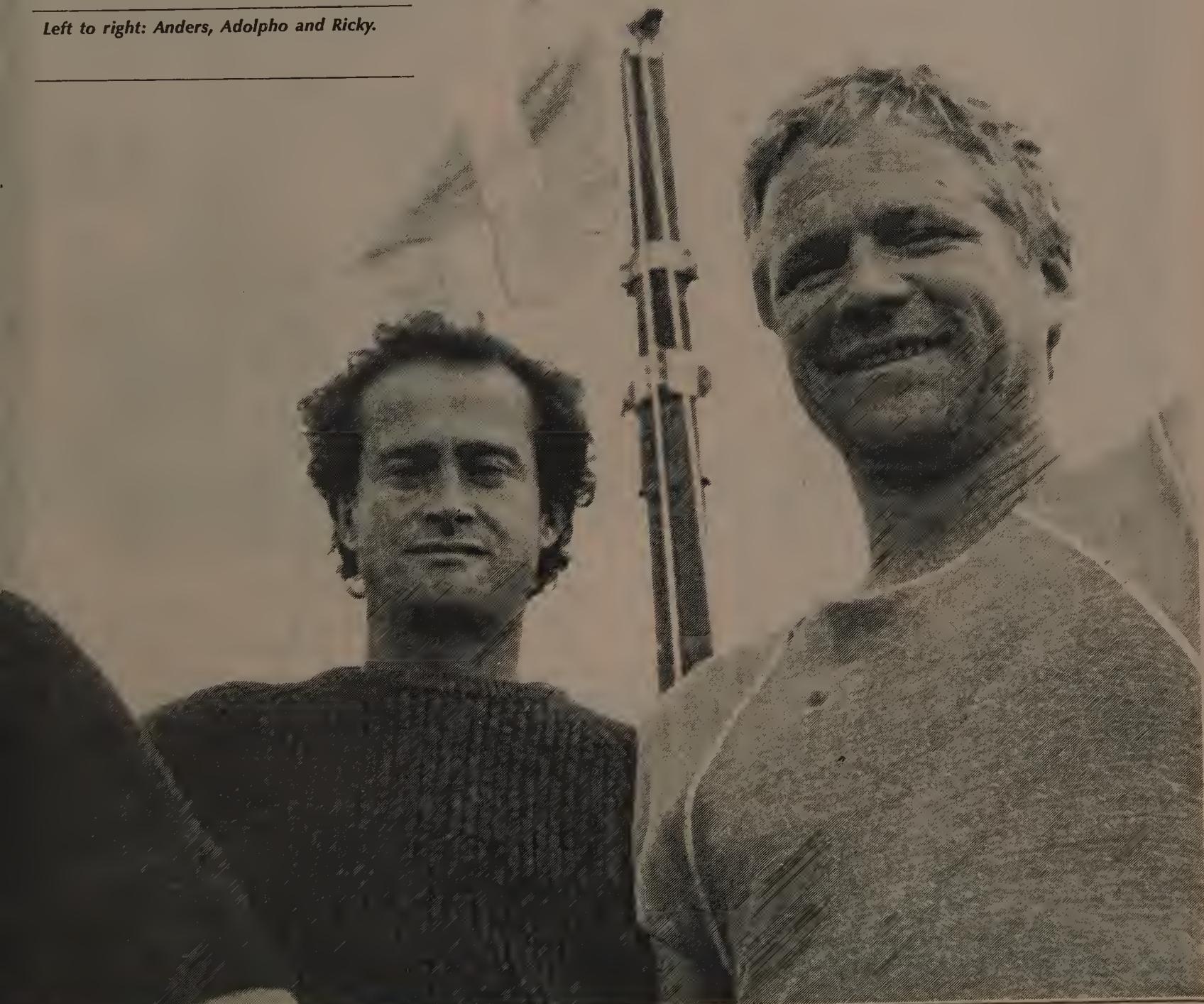
We soon settled in for an comfortable afternoon in *L'Escargot's* salon. While the record cold snap of mid February sunk temperatures down into the 20s outside, we kept warm below with a combination of strong coffee, a wheezing old electric heater amidships, and some tall cruising tales from these three friendly vagabonds. Some of the subjects upon which we touched:

— "It took seven years to build the boat," says Ricky. "Anders came in about a year after I started and we've been partners ever since. She's 60 feet long, with a 16 foot beam and weighs 30 tons — built exactly to an 1893 Colin Archer design. There aren't even any winches aboard. As everyone knows, Colin Archers are slow, so we named her *L'Escargot*, which means 'the snail.' Also, like the snail, we carry our house around with us."

— "Around Christmas one year, in La Caruna, Spain, we took three kings for

*cont'd next sightings page*

*Left to right: Anders, Adolpho and Ricky.*



# SIGHTINGS

## three men and a snail — cont'd

a sail. No kidding. The townspeople thought we were the most attractive boat in the harbor so they asked us if we would take the three kings — what you call 'the three wise men' — for a sail. We said 'Sure!' It was fabulous. We sailed these three guys dressed in costumes across to the other side of the harbor where thousands of kids were waiting. There was a big party and after that, we were not allowed to pay for anything in the whole city. 'Invitado' they called it. It was a poor cruiser's dream!"

— "We make no pretense of speed. We have come in last in every race we've entered. But the last place boat always gets something, so we've 'won' several T-shirt and other awards. In the Heineken Cup in St. Martin, they gave us 12 cases of beer for finishing last! There's a big difference between 'last' and 'losing.'"

— "After the Atlantic crossing, they won't let me provision any more. We ran out of food except for some rice and pasta after only 14 days. We were becalmed a lot, so we didn't have much luck with trolling. We only caught one fish. It took us 28 days to make the crossing."

— "In the Caribbean, we were docked next to this boatload of Norwegians. They would put out these 'roach hotels' and catch those great big cockroaches they have down there. Then, while their feet were still stuck in the glue, they'd paint Norwegian flags on the cockroaches' backs. Then they'd let them go. So you'd be sitting there doing double takes watching all these little Norwegian flags running around the boat. Before we left, we caught a bunch of cockroaches on our boat, painted Swedish flags on them and let them go on their boat."

— "Compared to Europe, cruising in the United States is cheap, and things like boating gear are much more widely available. There are some strange things, though. Like last year your government decided visitors from France, Britain, Sweden and some other countries don't need visas any more — unless they come by yacht, we found out. But everyone has been very, very nice. Even the Coast Guard, which boarded us for a safety inspection under the Golden Gate. Very nice, very professional. The only violation was our head, which we have to disconnect while we're here. I don't know about this cold, though. If we wanted to freeze, we'd just go back home where they have 10 months of winter and 2 months of bad skiing."

L'Escargot is currently undergoing upkeep and housecleaning in Nelson's boatyard. After that, she'll be sailing the Bay out of Emery Cove Marina for about 6 months. Then it's off to the Marquesas, Asia and who knows where else. How long will this circumnavigation take?

"Which one?" says Ricky with a smile. "We missed South America this time so we've already decided to go around again."

**EDITOR'S NOTE:** L'Escargot is looking for up to four more long-term crew for local sailing (yes, including racing) and long distance cruising on a share-work, share-expenses basis. "Females are especially encouraged," say the three young cruisers. L'Escargot can be contacted c/o Emory Cove Marina. (For more details, see entry for Ricky Malaise in this month's Crew List.)

## stewart kett

We're saddened to report that Stewart Kett, well known Bay Area developer and ocean racer, drowned off Santa Rosa Island on the night of January 26. Kett, 63, had been delivering his boat, Octavia, to San Diego when the accident occurred. "He loved life, and he loved sailing," said longtime friend and sailing mate Pat Price. "At least he went out doing what he enjoyed."

We asked Price, who was aboard Octavia when Kett was swept over, to tell us what happened. His account follows:

Stewart Kett and a crew of five experienced sailors left Santa Cruz at 8:30 on Thursday evening, January 25. We were delivering his Santa Cruz 50 Octavia to San Diego in preparation for the Manzanillo Race. After motor-sailing all night, dawn brought fresh winds out of the northwest and the number three jib was winged out to windward. We settled down to hours of pleasant downwind sailing, occasionally surfing off waves at 18-20 knots.

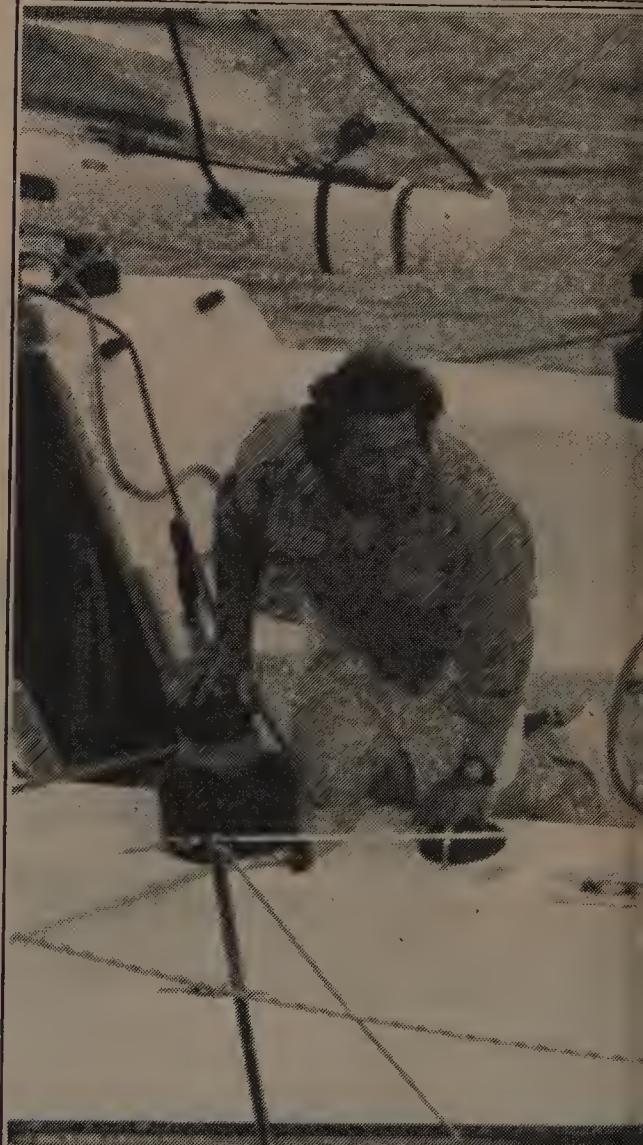
cont'd next sightings page

## win-win

just the ticket. And all you have to do is go sailing!

City Team Ministries is a non-profit drug and alcohol rehabilitation center. The young men who enter the program stay at the center an average of one year. During this time, the mostly volunteer staff works to bring each individual back up to speed as a functioning member of society.

"Part of that is a social need," says CTM's Diane Schultz. As a regular Bay sailor herself, Diane and some of the other staffers got together and came up with a plan to help some of the men back into the mainstream by teaching them to sail. They envision the program working like this: In return for sails



# OCTAVIA

## — cont'd

on the Bay, patients of the center would do boat maintenance. During both the sailing and maintenance (varnishing, painting, etc.), a counselor would be present, and transportation would be provided by the center.

"The boat owner would be doing a great service to these men, he'd be getting work done on his boat, and everybody would get to go sailing. It's a win-win situation all the way around."

As we said, this is a pilot project looking for boats and boaters. If you think you may be interested in taking part, call Diane Schultz at (408) 998-4770.

## stewart kett — cont'd

By mid-morning, the wind had picked up and crew took turns trying to set new surfing speed records. As the day wore on, gusts to 35 knots in conjunction with 6-8 foot following seas pushed Octavia over the water at ever increasing speeds. Kett set the record of 22 knots on one long surf off Pt. Conception that afternoon.

Stew and I had been sailing together since 1976, when he helped me bring an old Cal 39 racer I bought up the coast from Los Angeles. Hardly had he arrived home when he called to tell me that he'd ordered a Peterson 44 cutter — not a bad start for a novice sailor! He picked up a crew of good Santa Cruz sailors who taught him to sail by racing. It was soon apparent, however, that the Peterson was no racing yacht and if he wanted to win races, he'd better have a chat with Bill Lee. With SC 50 hull #8, Octavia, Stew became a serious racer.

He had owned Octavia for ten years, during which time he raced on Monterey Bay, San Francisco Bay, several Doublehanded Farallones Race (one

cont'd next sightings page

LATITUDE/ROB



# SIGHTINGS

## stewart kett — cont'd

year he rescued the crew of a capsized trimaran), several TransPacs (including chartering *Merlin* last summer) and Mexican races, and had even shipped the boat to Puget Sound, where he beat out the Buchan boys for the Swiftsure Trophy.

During that time, Stew didn't take safety lightly: before we left on this trip, he had made certain that the life jackets and harnesses were aboard, one each for everybody. Later, I remember he sat in the cockpit holding up a plastic water-activated strobe light that was attached to his foulies, and wondered out loud if it would really work if immersed.

The trip to San Diego was scheduled so that we'd be there in time to watch the Super Bowl, and we'd elected to go outside the Channel Islands in search of stronger winds. The last time we'd made this trip, we had to put into Avalon in order to watch the game; this time, we were ahead of schedule and were even thinking we might be in San Diego for dinner late Saturday night.

As we rushed through the Friday evening sunset, Stew allowed that he'd never enjoyed sailing more than just then. He relaxed in the cockpit while I

cont'd next sightings page

## seal of

Like a gorilla, a 300-pound sea lion sleeps pretty much wherever he wants. Trouble is, scores of them decided in late January that the docks at Pier 39 — specifically K dock, which is usually kept vacant during the winter months — were in place to hang out.

Now, sea lions have always been plentiful in the Bay this time of year, as they feed off the schools of migrating herring. Most prefer to stay away from humanoids, however, hauling out on buoys and the lesser inhabited beaches and islands. Only in recent years have they taken a cue from their Monterey brethren and wallowed into the public eye.

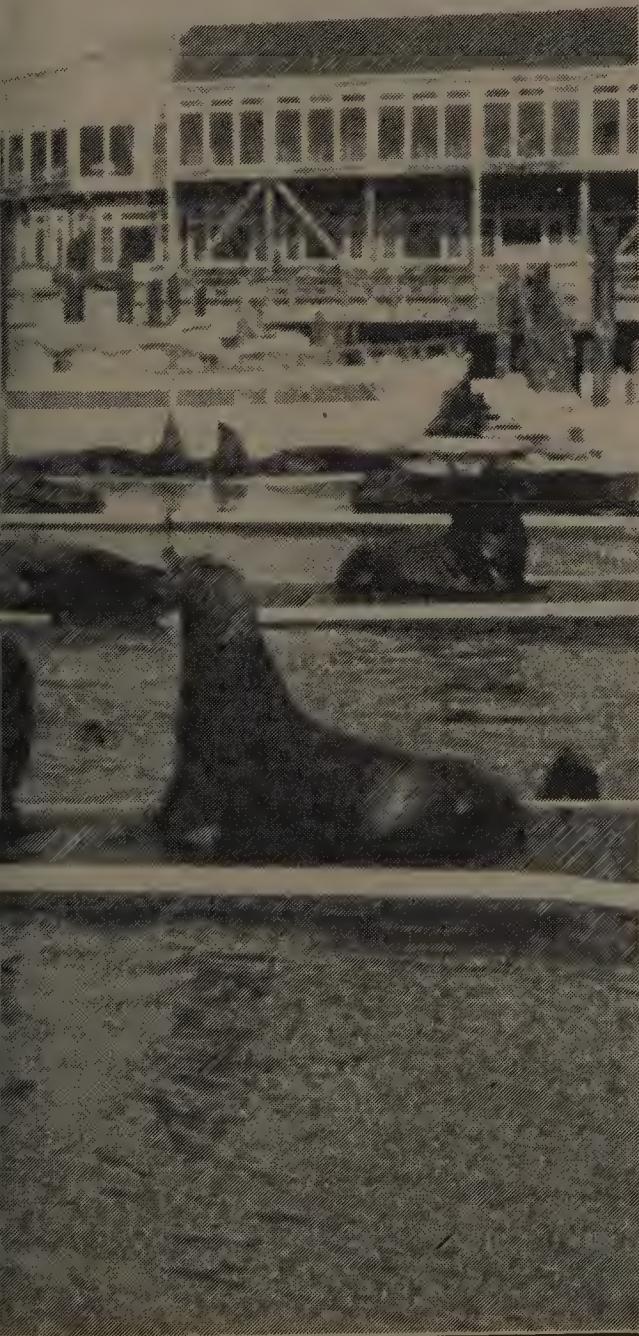
At first, everybody thought it was pretty



## disapproval

neat: the sea lions drew the tourists and their VHS cameras down to Pier 39 in droves, ending the attendance slump the place has been suffering since the October earthquake. At this writing, though, the whole thing has turned into a big stink — literally. The big pinnipeds smell bad, they've trashed the docks, their incessant barking has driven liveaboards from their boats, and locals are concerned the ever-boldening tourists are going to piss one of the big guys off and get hurt. They don't call them sea lions for nothing.

In other words, it's been fun, but only the tourists will miss them when they decide — hopefully soon — to return to more pelagic haunts.



JOHN M. PERKINS

## stewart kett — cont'd

continued surfing Octavia into the moonless night; we were recounting sailing adventures and generally enjoying our long friendship.

A good-sized wave started us off on another roaring surf ride when a gust hit, suddenly rounding us up and burying the rail in foam. As I got Octavia back on her feet, I asked "Are you all right, Stew?" No answer. "Stew, where the hell are you?" I yelled. He answered close by, "Pat, I'm back here."

He was in the surf behind the boat, and as I yelled "Overboard! Overboard!" pandemonium broke loose. The crew, below at dinner, thundered onto the deck, tossed the strobe, pole and horseshoe, and the navigator hit the save button on the Trimble Loran. Sails were dumped and we circled the strobe. The Coast Guard was called and they promised a helicopter and cutter.

Nobody saw a light, nobody heard a cry or a whistle. We circled the Loran coordinates. The helicopter arrived and dropped flares. Nothing. He was there and then he was gone. He had on white foulies, but the water was white with foam and whitecaps. He simply disappeared.

Two Coast Guard cutters arrived and laid out a plot for systematic searching. They suggested we'd be in the way and that we should proceed to Long Beach. The Coast Guard picked up his body at 10:30 Saturday morning.

How could things have ended differently? Always wear flotation at night. Always have a light that works attached to your clothing. Have a whistle. When it's rough, wear a harness and hook up. These are elementary precautions, and any one of them would have helped our chances of saving Stew.

Stew was a member of the St. Francis and Santa Cruz Yacht Clubs. He leaves behind his wife Alice, of Watsonville and San Francisco, and four grown children. We'll all miss his great zest for life.

— pat price

## short sightings

**OFF NORTHERN CALIFORNIA** — The search has been suspended for two men feared lost during a shakedown cruise of the 42-ft sailing vessel *Cleanso* in mid February. *Cleanso*, with skipper Rob Berry, 35, and crewmember Jeff Wilson, 36, aboard, left its Pier 39 slip on February 15. Wilson and Berry, both from Calistoga, intended to travel as far north as they could and still be back by the morning of the 21st, when Berry had a legal appointment. When nothing had been heard from the men by that afternoon, the Coast Guard launched a search that covered an area from Eureka north to Pt. Ano Nuevo south and 80 miles out to sea. Five aircraft participated in the search, which was called off on February 23 with no sign of the men or the boat being found.

**SAN DIEGO** — Motivational seminars are big these days, and American Cup winner Dennis Conner is on the brink of marketing a real zinger. After a talk by the sought after skipper of two winning challenges — the controversy surrounding the last challenge has reportedly made him even more in demand — the executives will be taken for a ride on *Stars & Stripes*, the soft-sail catamaran used as trial horse and backup boat at the unorthodox 1987 Cup races off San Diego. In demonstration runs staged for local convention planners and hotel marketing reps, DC hasn't held much back. He's reportedly made several 20-plus knot runs in the 60-ft cat. In an unrelated venture in March, Conner will matchrace the boat against her hardsailed sister off Cancun during the Miss Universe pageant. The hardsail cat, you may recall, was sold to a Mexican businessman last year.

**SAN FRANCISCO** — "We're going to have to choose between people and fish," says Jason Yuen, San Francisco International Airports administrator for planning and construction. Airport planners are investigating the feasibility of building new runways as much as two miles into San Francisco Bay, either on pilings, landfill, or 'floating runways'. Both San Francisco and Oakland airport officials believe such runways are a necessity to reduce the effects of jet noise on local communities and to allow for future expansion. Recognizing that such additions would almost certainly be deleterious to the environment is what raises the 'man versus fish' dilemma. Environmentalists say it's not an 'either or' proposition.

# GETTING CONCRETE

In this era of unprecedented bargains in used sailboats, why would anybody elect to build his or her own boat? A question that's perplexed us for some time, we recently presented it to North Sacramento's Bob Connelly. The 55-year old veteran

through many of the South Pacific islands to New Zealand.

Connelly's subsequent return to



Above; 'Amazing Grace'. Spread; Deborah, Bob and barn of dreams.

boatowner is currently building — with the help of his wife Deborah — a Spencer 53 from a bare hull. The antithesis of the starry-eyed amateur builder, Connelly knows what he's doing; in the early 70's he completed a Spencer 44 from a bare hull.

Connelly's interest in boats goes back to the early 1940s when, as an asthmatic and somewhat sickly youth, he was forced to spend a lot of time in bed reading. The adventurous world, as revealed in "bad novels about pearl diving" and *National Geographic*, enthralled him. Particularly engrossing were Irving Johnson's accounts of his voyages through the South Pacific aboard the 92-ft schooner *Yankee*. "I grew up with that boat," says Connelly.

(As luck would have it, he was to come upon *Yankee* 25 years later in the South Pacific where a later owner had put her on a reef. "To see her like that broke me up so badly that I had to leave," he recalls.)

One of Connelly's early boats was *Gemini*, a Tahiti ketch. A classic design dear to the hearts of many older sailors, the opinionated Connelly doesn't share the sentiment. "What a pig!", he states with finality.

His longest bluewater cruise to date was aboard *Windwagon*, a 50-foot Mower wood ketch that he, his former wife and two friends discovered in Berkeley during the early '60s. By 1965 the four of them were cruising the coast of Mexico on a voyage that would ultimately take them

California was interrupted by a two-year stint in Hawaii aboard *Territu*, a research vessel owned by the University of Hawaii which was being operated as a pleasure yacht in order to circumvent expensive insurance and Coast Guard requirements. "It was the best job I ever had," the Sacramentan says with a broad smile. Arriving in the Islands broke, he signed on as a \$400/month 'deck ape'. With many of America's competent navigators busy on vessels associated with the disagreement in Viet Nam, Connelly's navigating skills quickly elevated him to First Mate.

No matter how fine the skills of any man, nobody lives a long life without a little luck. Connelly's good fortune was to sail *Windwagon* back to California just months before the notoriously top-heavy *Territu* turned turtle — probably as a result of ill-conceived modifications — with the loss of all hands.

Back in the Sacramento area by 1968, Connelly put in four years working with the California Legislature before embarking on his first major boatbuilding project, a Spencer 44 sloop. *Sundancer* was completed after four years of work in a Delta-area barn — and "just in time for my divorce". His ex-wife later confessed that she'd been scared during the entire two year cruise to New Zealand and back aboard *Windwagon*.

Connelly had gone to an extreme in

FROM A GLASS BOAT IN A WOOD BARN



# GETTING CONCRETE

making things himself for that boat. For example, the pulpits (he filled the holes stainless with sand so it didn't kink when he used the pipe-bender), dinghy davits from a fiberglass mold, the gooseneck fitting for the mast and boom, and the like. He even made the 72-foot mast out of aircraft grade Sitka spruce. The laminated hollow box spar with 20 to 1 scarfs was "so pretty I wanted to varnish it". For once, discretion got the better part of valor and he painted it.

With a couple of friends, Connelly cruised Mexico as far south as Manzanillo in 1975-76, and was shocked by how much the country had changed. (God help him if he were to see what's happened in the last 15 years!) Disappointed with his crew, he returned home to Sacramento and sold *Sundancer* to a sailor who took her to the West Indies for chartering.

Working with the California Legislature once again in 1977, Connelly got cracking on his career and other interests, including a commercial pilot's license. Still fascinated by the water, he bought another boat — but wasn't very happy with it. "I really lost my mind and got a powerboat for the Sacramento River; it was a hell of a mistake!" Connelly is clearly one of those for whom the journey is better than the destination.

After eight or nine years of hard work and struggling to like a powerboat, Connelly became captivated with the idea of building another sailboat and spending his early retirement years in the Med. A World War II history buff, he also envisioned plying the rivers and canals of France and Germany. While France has let many of their canals deteriorate, the Germans haven't. An

"I'd rather put up with the hell of doing it myself..."

inquiry to Germany's tourism bureau about the feasibility of touring the waterways by sailboat brought an incredible response: detailed information about water depths and bridge heights, facilities and points of interest — in English!

With retirement plans clarified, Bob

and Deborah began their search for a suitable boat. Initial inquiries regarding the purchase of a 45-ft steel hull brought little response. The dream of a Hartog designed 65-foot schooner gave way to reality after the half model was built. A company in Los Angeles with the Columbia 50 molds was given a deposit for a hull, but then Connelly got cold feet. For a time he and Deborah flirted with purchasing a partially-completed Westsail 42 kit. The work that

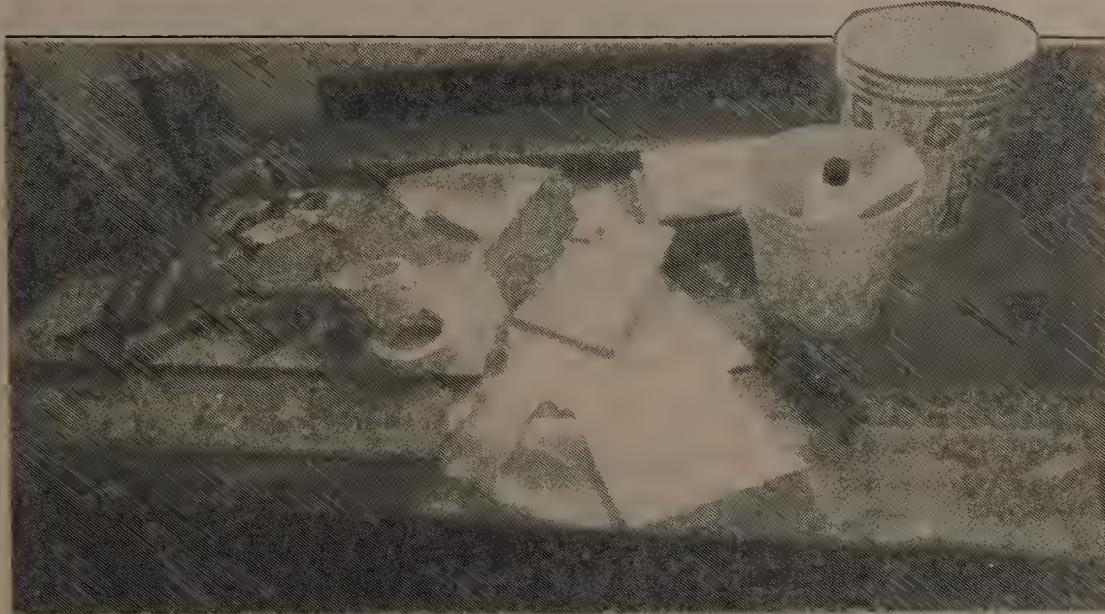
*Having done well with the smaller 'Sundance' gave Bob confidence to embark on the 53-footer.*

had been completed was of high quality, but Deborah nixed it with an opinion not all Westsail owners will appreciate: "It's an ugly boat," she told him. "If you buy it you're always going to hate it."

Frustrated trying to find the 'right' boat, in 1986 they flew to Spencer Yachts in Vancouver, British Columbia to look at the molds for the out-of-production Spencer 53. Deciding the hull fit their needs better than any they'd seen but that the deck "looked like a toilet seat", they ordered the



# FROM A GLASS BOAT IN A WOOD BARN



**If you don't like a mess, don't build a boat. Nobody ever claimed it was the cleanest enterprise in the world.**

former but passed on the latter. A little bit worse for being left out in the weather, the mold needed to be repaired. Thus the hull wasn't completed until May of 1987.

But it wasn't as if the couple had nothing to do but twiddle their thumbs in the interim. Having worked up to the highly respected position of Chief Administrative Officer for the California State Legislature, Connelly was living in Land Park, an upscale residential area. "The people were so conservative there you probably couldn't change a tire in the driveway without someone protesting," remembers Connelly, "so there was no way they were going to let us complete a 53-foot boat in the backyard." Thus began a search for another boatbuilding barn.

There aren't as many empty barns around Sacramento as their once were, and the ones that are available don't come cheap. But Bob and Deborah came across something better: a \$42,000 house on a 300-foot deep lot. It wasn't a complete steal. When the realtor said the bathroom and kitchen needed a little work, he wasn't kidding. Bob set one foot in the bathroom and the floor collapsed.

Then too, the area doesn't have the social cachet of a Land Park. "My neighbors are the poor and meth labs," says Connelly only half in jest. Poor as they might be, they're either very nice, like the Czech couple who raised 14 children in the house next door, or disinterested in what's going on in the strange building behind the house on Plover Street. Connelly hasn't had anything ripped off yet.

More important than the disregard of the neighbors, however, was the fact "there's no law" in North Sacramento. This meant Connelly, with the help of five college students, could erect a 60-ft pole barn in the backyard over three weekends

without having to obtain 75,000 permits. It meant that a year later when the Fire Department (and the Air Resources Board, and the Department of Health) came to investigate the smoke created by the 700 pounds of coal Connelly was burning (to melt 15,000 pounds of lead for the keel), they'd be pretty cool. "I suppose this really is nothing more than a 'recreational fire,'" said the fireman in charge. (Bob promptly turned the valve that allowed the 6.5 tons of molten lead to pour into the mold — a mold which promptly split, creating a mess that would take the better part of a month to clean-up).

**I**t's been more than two years since Bob and Deborah met the truck carrying their hull out on I-5, guided it to their backyard and helped the crane slip the hull into the boat shed. Much work has been done in that time. The single most difficult job — casting the keel and bolting it to the hull — was completed on the second attempt. "It is a measure of my madness that I chose to build the mold and pour the keel myself," confesses Connelly. Indeed, pouring one's keel is not that far removed from making one's own drill motors, weaving one's own fiberglass cloth or formulating one's own resins.

Hanging the rudder was much easier than attaching the keel, although it was not without snags. The big six cylinder Yanmar diesel is in, as well as the drive train with a Scatra constant velocity axle. The packing glands are set and a custom stainless weldment fabricated to take the external prop shaft has been installed.

The seven principal bulkheads were fabricated from marine ply on the shop floor, hoisted into place and glassed in. A plywood framework of partial bulkheads and longitudinal stringers was glassed to the hull, and the floors and soles are installed in most of the cabins. All 65 of the

laminated douglas fir deck beams are in place and bolted to a harpin glassed inside the hull at the sheer.

"The biggest mistake amateur builders make," says Connelly, "is that they confuse weight with strength." Be that as it may, *Amazing Grace* is going to be neither light nor weak.

Completing the work done to date has come at a no small personal sacrifice. While Bob has an assistant, Chris, he still works three nights a week on the boat after putting in 10 hour days with the legislature. Then there's weekends; ten hours on Saturday, ten more hours on Sunday. Waver from that kind of commitment and you may never get back on track — just ask any amateur builder.

While Bob certainly must have his discouraging moments, his enthusiasm is still obvious when, for example, he points to a pile of lumber that will someday be *Amazing Grace*'s teak decks.



**Freezing cold or burning hot, Connelly returns to the boat barn five times a week.**

Surely the commitment must be harder for Deborah, who has never enjoyed the fruits of such labors — and is a little unsure how she'll take to the sea. Connelly claims that boatbuilding is something that shouldn't be attempted until one has sailed and

# FROM A GLASS BOAT IN A WOOD BARN

reached 40 years of age — and has presumably come to appreciate the value of patience and discipline.

Deborah, 38, recently purchased a full set of drums — unquestionably the correct musical device to pound out the frustrations of a seemingly endless boatbuilding project. Which is not to suggest Deborah is not giving her full support. "Deborah is amazing," says Bob with admiration, "she's a tower of strength and not afraid of anything." She's also very important to Bob. When asked the most difficult part of building a boat, he replied, "Like sailing, it's finding somebody to do it with."

The work completed since June of 1977 has not been easy. When we visited Connelly over President's Day Weekend, he was covered in fiberglass dust — as he must be much of his life. The barn is something of a shelter from the elements, but it's far from perfect. When working on the boat one afternoon last August, Connelly strolled over to the thermometer to have a look. It read 117°. He's also started work when the barn was in the high 20s. But the cold is easier to take than the heat because two propane heaters can warm the barn from the 40s to the 70s in a startling 30 minutes.

The project hasn't been any easier for the Sacramento location. Marine stores, for example, aren't on every corner. So Connelly has Svendsens and Proper Tighe ship materials and gear directly to his workplace. Whenever a Yanmar diesel, marine head or case of 5200 arrives at the Capitol, nobody stops to wonder if it's meant for Speaker Willie Brown; they know it's for Connelly. The Speaker, incidentally, is said to be "aloof" to his co-worker's efforts and plans.

Being in Sacramento also means it's a long way from ocean sailing — not that Connelly has much time for that. "Boatbuilding is an all-consuming endeavor," he reminds us. Connelly went out on Lucy Bancroft's Fair Saree not long ago, but Bay sailing no longer holds the thrill for him it once did. Not with the unseen Med and European waterways beckoning.

As far along as Amazing Grace has come, there remains plenty of difficult jobs and time-consuming detail work. As little as six months ago Connelly estimated that his boat would slide in the Sacramento River this fall and that he would retire in December to sail away. He still thinks the boat may taste the Sacramento in the fall, but she's probably take a little longer to complete than originally expected. No amateur — and only one professional in a hundred — ever finishes his/her boat on

schedule, but we'd wager Connelly will come about as close as any.

Surely the installation of electronics won't delay him long. That's because he doesn't put much stock in other than a speedo, log and depthsounder. Having been a pilot taught him, he says, to distrust electronics. He remembers flying 25 miles off course once because the laptop computer being operated in the co-pilot's seat was throwing the Loran off.

Radar? "I wouldn't trust it a bit." SatNav or GPS? "I just don't think that way. But I do believe in redundancy. I'll carry H.O. 216 in case I drop H.O. 249 overboard." And he'll carry two \$50 Casio quartz watches in a zip-lock bag.

Believing in himself and tangibles he has personally selected is a big thing with Connelly. He thinks it was either Irving Johnson or Sterling Hayden who hit the nail on the head when he wrote 'there is no advocacy at sea'. In other words, you're on your own. "Which," says Connelly, "is why a lot of people shouldn't go to sea." And which is why the only insurance he'll carry is BBB chain and two Northhill anchors.

While some of Connelly's ideas may seem harsh in print, they have much less of an edge when spoken with a smile and a twinkling of his blue eyes.

Having seen what we'd seen and heard what we'd heard, we still weren't sure why anyone would build a sailboat in this buyer's market. "Why?" we asked Connelly pointedly.

He tried the money angle, claiming a fitted out 50-footer would have cost him \$400,000. "If I'd have done it that way I would have ended up staying here getting fat working to pay the boat off," says Connelly — who is trim and fit. He figures he has \$110,000 into Amazing Grace now and will need another \$50,000 to \$75,000 to complete her. But, he notes with considerable pride, he and Deborah have paid for everything out of their wages as they've gone along. Well, it's not quite that simple; it's meant things like diesel engines for anniversary presents. But when the boat's launched, she'll be free and clear, and they'll have paid not a cent in interest.

We're not completely satisfied with this explanation. Connelly is too smart a guy to know that all but the most tricked used 50-footers go for well under \$400,000. And he knows that the thousands of hours he's put in on the boat represent a large investment. And, that the money tied up in the construction project is not earning the interest it otherwise would have. Connelly

has to know all these things because he's realistic enough to admit — unprompted — that he'd only get nickels back on the dollars he's invested if something were to happen so that the boat didn't get completed.

Another reason for building the boat himself, says Connelly, is security. He'll know that everything was done right. When he built Sundance, he subcontracted out some of the smaller jobs and wasn't always pleased with the results. "I'd rather put up with the hell of doing it myself rather than have someone else do it wrong."

He's not alone in thinking that way. Some of the best sailors in the world have only felt comfortable after building their own boats. Roy Jennings, co-recipient of the CCA's Blue Water Medal (see *Sightings*), meticulously built his well-travelled Freya 39 Foxglove from a bare hull.

Maybe there's a little money saved in building your own boat, and yes, there's security in having done it all correctly yourself, but it still didn't add up to us. Then the gray-haired Connelly gazed out the window and said, "I think I must have been born a couple of centuries too late; I'd have given anything to have lived back in the days of wooden ships, to have seen Nelson sail out of the fog at Trafalgar." Ah-ha! Like all amateur boatbuilders, Connelly's a bit of a dreamer, too. There's nothing wrong with that. What better fate than to happily pursue a dream — especially when you know you have the smarts and skills to make it a reality?

After we left, Connelly apparently got to thinking a little more about the 'why' himself, because the following Monday we received the following letter from him:

"You asked me whether I enjoy boatbuilding and my reply was ambivalent. I do enjoy it. Some people collect stamps, some aspire to a 72 channel Cable TV, some people work in modeling clay. I build boats. I like the creativity of it. I like solving problems and transforming wood, steel, glass and such into practical shapes.

"I think I like tug boats the best of all since they are the epitome of form and function wrapped together.

"I like the fact that the boat is a tangible aspect of my life. At the end of the weekend I can look at a result and it is finite. It works or it does not work, but goddamn it, I am doing something concrete."

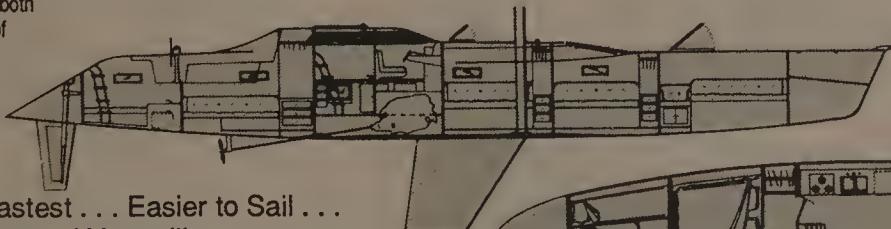
Personally speaking, we still have no inclination to try to do "something concrete" with fiberglass — but at least we now have an inkling of why others do.

# THE MACGREGOR 65 ON DISPLAY



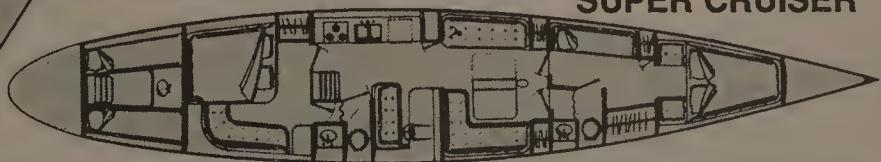
CRUISING CONFIGURATION \$169,000 FOB FACTORY

Quality built to exceed both  
the American Bureau of  
Shipping and Lloyds  
fiberglass construction  
requirements.

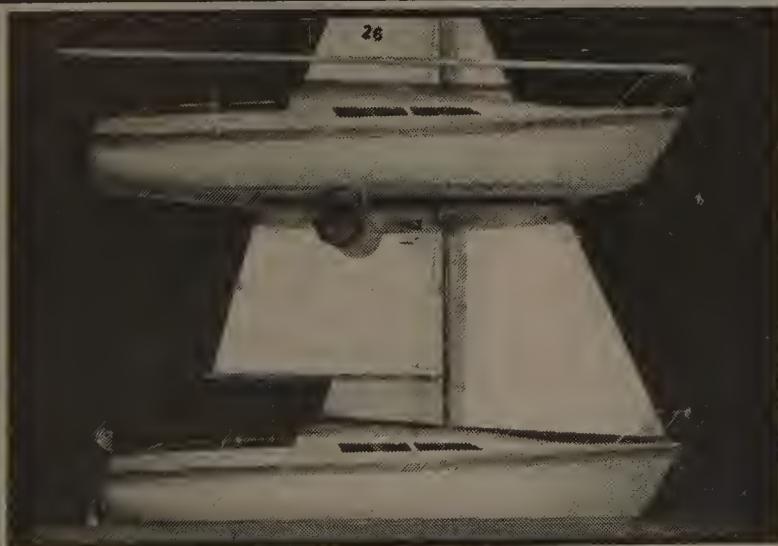


Still the Fastest . . . Easier to Sail . . .  
Improved Versatility . . .  
Added Cruising Equipment . . . New Interior . . .  
Elegant Styling . . . Comfort Galore . . .

ORDERS NOW BEING  
ACCEPTED FOR THE ALL-NEW  
**1990 M-65-SC**  
**SUPER CRUISER**



# THE MACGREGOR 26 ON DISPLAY



**NEW 1990 MODEL**  
**U.S. #1 Trailerable Sailboat**  
**\$10,990 Complete With Trailer**

Included:

- Lowest trailering weight – 2200 lbs, including trailer
- Water ballast system
- Lowest cost
- Easiest to sail
- No need for expensive moorings
- Can be launched and rigged in less than 15 minutes
- Outstanding performance under power or sail
- Sleeps 6
- 6'2" headroom
- 6'x7' queen sized berth
- Enclosed head
- Complete galley
- Abundant storage space
- Positive foam flotation, unsinkable
- Self righting and stable
- Sails in 15° of water
- Kickup rudder
- Hand laid fiberglass construction
- System for effortless mast raising
- Self-bailing cockpit
- Built-in outboard motor well
- Lowest maintenance
- Highest quality construction
- Two-year warranty



"Number 1" MacGregor Dealer, Worldwide

## ARENA YACHT SALES

MARINA VILLAGE HARBOR • 1070 MARINA VILLAGE PKWY, #103 • ALAMEDA, CA 94501

(415) 523-9292

CATCHING THE



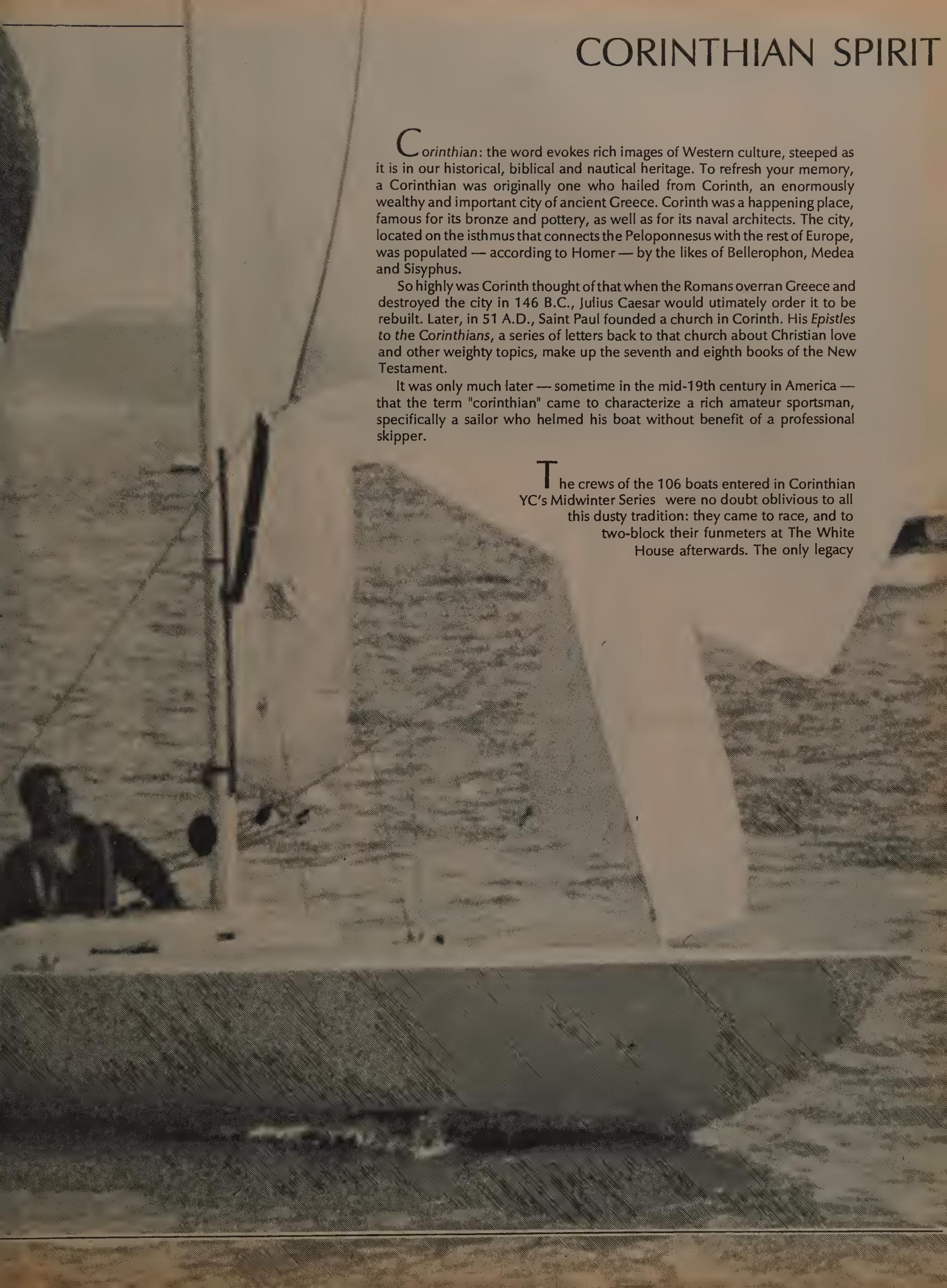
# CORINTHIAN SPIRIT

**C**orinthian: the word evokes rich images of Western culture, steeped as it is in our historical, biblical and nautical heritage. To refresh your memory, a Corinthian was originally one who hailed from Corinth, an enormously wealthy and important city of ancient Greece. Corinth was a happening place, famous for its bronze and pottery, as well as for its naval architects. The city, located on the isthmus that connects the Peloponnesus with the rest of Europe, was populated — according to Homer — by the likes of Bellerophon, Medea and Sisyphus.

So highly was Corinth thought of that when the Romans overran Greece and destroyed the city in 146 B.C., Julius Caesar would ultimately order it to be rebuilt. Later, in 51 A.D., Saint Paul founded a church in Corinth. His *Epistles to the Corinthians*, a series of letters back to that church about Christian love and other weighty topics, make up the seventh and eighth books of the New Testament.

It was only much later — sometime in the mid-19th century in America — that the term "corinthian" came to characterize a rich amateur sportsman, specifically a sailor who helmed his boat without benefit of a professional skipper.

**T**he crews of the 106 boats entered in Corinthian YC's Midwinter Series were no doubt oblivious to all this dusty tradition: they came to race, and to two-block their funmeters at The White House afterwards. The only legacy



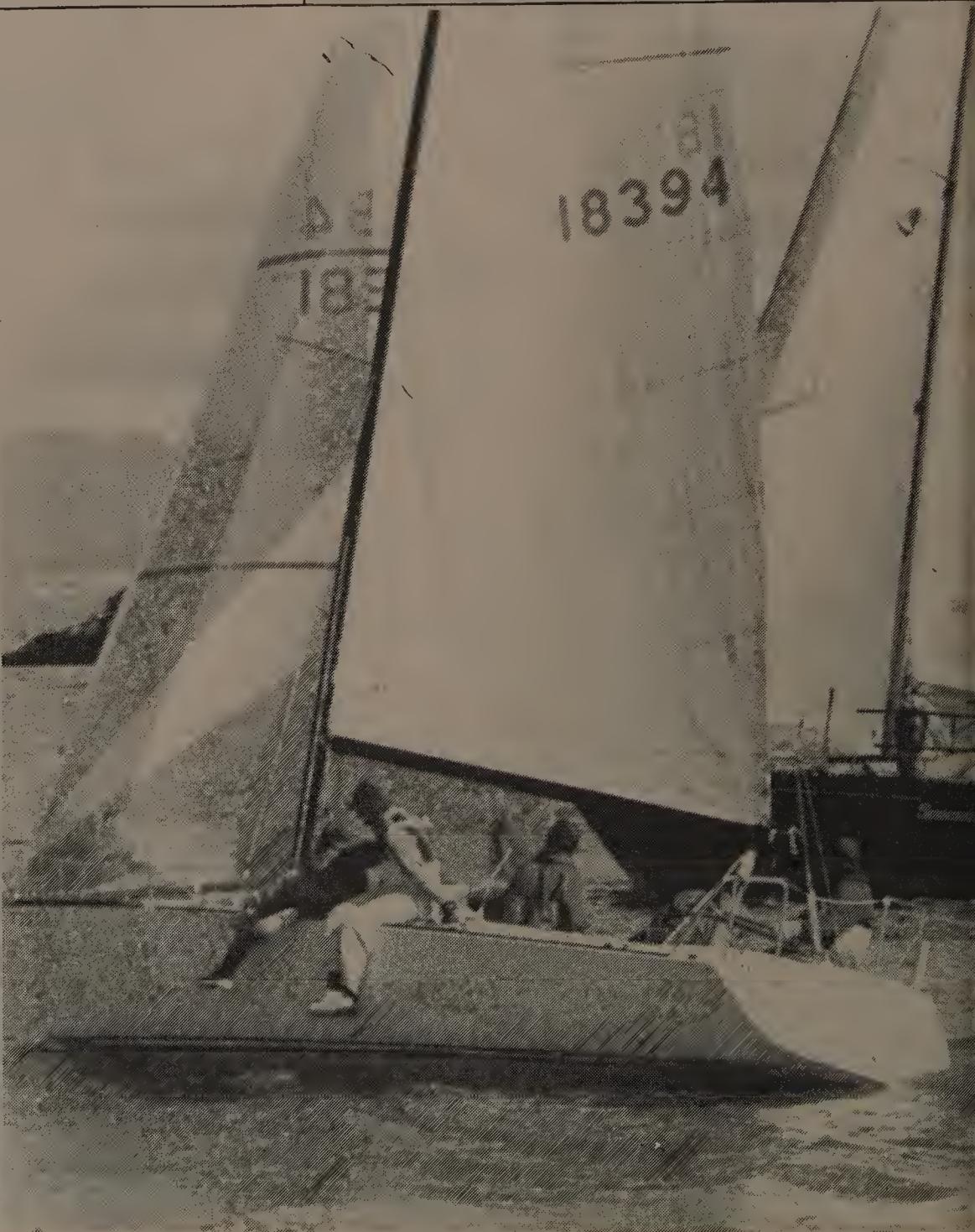
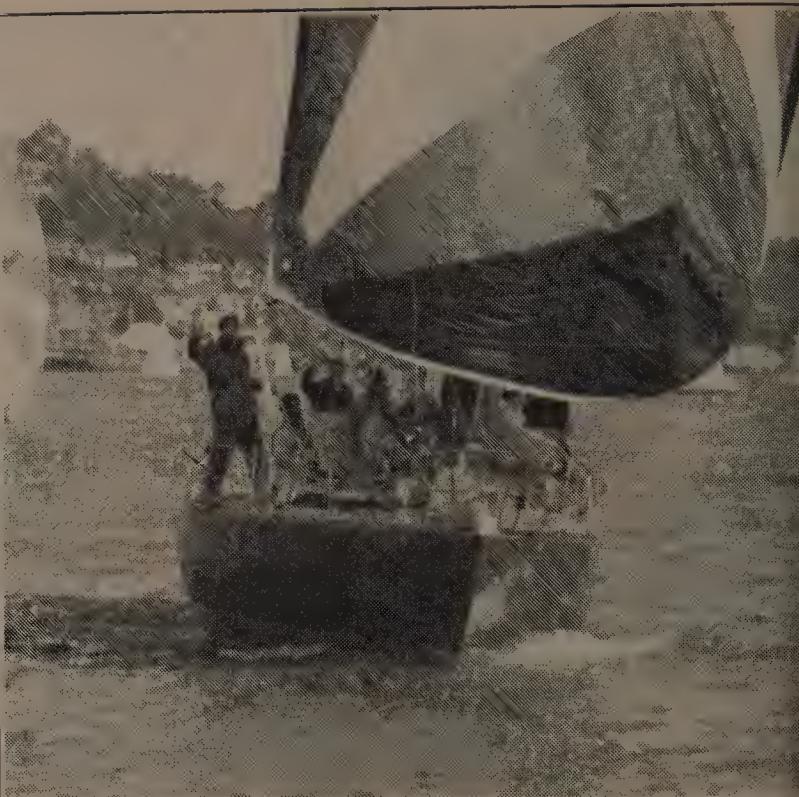
# CORINTHIAN SPIRIT

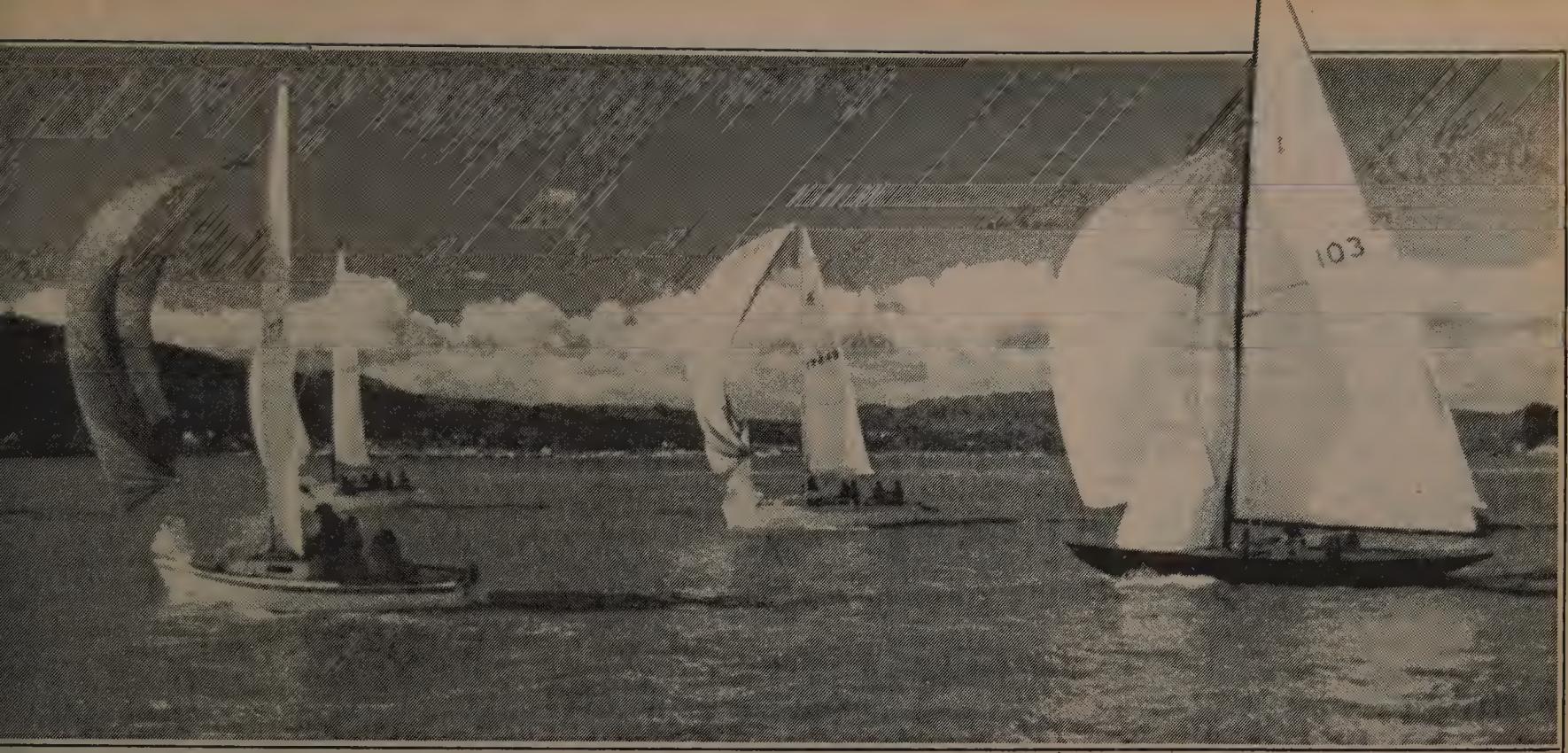
they cared about maintaining was Corinthian YC's reputation for throwing a two-weekend, four-race midwinter series with fun beer bashes/dance parties on the Saturday night between races. CYC pioneered this popular off-season race format back in the early 80s, and it's still going strong.

"This year, we had a typical series — predominantly light air and big currents, but with a bit of everything thrown in," reported current race chairman Jim Snow. The first weekend, January 20-21, featured a pair of light air North Bay races, with only 20% of the fleet crawling across the finish line in Saturday's race. The weekend of February 17-18 saw two Central Bay races in steadier breezes. Saturday's race proved to be the windiest (15-20 knots) of the four, with Sunday's finale another familiar light air, ebb-tide, hurry-up-and-wait type of race.

The photographs on these pages were all taken on that last chilly Sunday, February 18. It was so cold that the batteries in our Nikon froze, or were somehow otherwise incapacitated, forcing us to park at Sam's and search for new ones. Fortunately, we tracked down a new set of the nickel-cadmium rascals, enabling us to bag the accompanying photographs — proof that the Corinthian (midwinter) spirit is alive and well in the waters off Tiburon. '

*Clockwise from top: the crafty Big Daddy saw that 'Leading Lady' was the leader of the IMS pack; shooting the breeze with PHRF III, a disparate bunch of boats if there ever was one; a variation on this month's cover shot (left to right: 'Abigail Morgan', 'Sorcerer', 'Salty Hotel'); the flying Flock family swept a large and competitive fleet of Day Sailors.*





## OVERALL RESULTS

IMS — 1) **Leading Lady**, Peterson 40, Bob "B.D." Klein, 8.5 points; 2) **Sunday Punch**, Express 34, Art Ball, 13; 3) **Petard**, Farr 36, Keith Buck, 14. (8 boats)

PHRF I (0-115) — 1) **Bravura**, Farr 40, Irv Loube, 9.25 points; 2) **Ringmaster**, Express 37, Leigh Brite, 10; 3) **Jazz**, Beneteau 40, Rod Park, 12. (9 boats)

PHRF II (116-148) — 1) **Limelight**, J/30, Harry Blake, 10.5 points; 2) **Finest Hour**, Tartan Ten, Lambert Thom, 12; 3) **Break Away**, J/30, Dale Mead, 16.75. (9 boats)

PHRF III (149-190) — 1) **Warhawk**, Hawkfarm, Bill Patience, 16.75 points; 2) **Espirit**, C&C 29, Tim Russell, 23; 3) **Poco a Poco**, J/22, George Koch, 23.75. (12 boats)

PHRF IV (191-210) — 1) **Huffin**, Cal 2-27, Jerry Olson, 11.75 points; 2) **Wind Dance**, Cal 2-27, Fred Soltero, 13.75; 3) **Summer**, Cal 2-27, Paul Shinoff, 14. (7 boats)

PHRF V (211-up) — 1) **Ah Wilderness**, Wilderness 21, Jim Gibbs, 10.5 points; 2) **Migration**, Catalina 25, Chuck Herman, 13.75; 3) **Amante**, Rhodes 19, Kirk Smith, 16. (7 boats)

ETCHELLS 22 — 1) **Peer Gynt II**, Jim Skarr, 6.75 points; 2) **Boxes**, Duane Hines, 9.5; 3) **Three Cheers**, Bruce Hayes, 16. (9 boats)

SOLING — 1) **Second Edition**, Mark Murray, 7.75 points; 2) **Incisor**, Ken Grayson; 3) **Delusions of Grandeur**, Bob Baldino. (10 boats)

ULDB — 1) **Think Fast**, Olson 30, Albert Holt, 15.75 points; 2) **Adieu**, Olson 30, Lester Robinson, 17.75; 3) **Abigail Morgan**, Express 27, Ron Kell, 18. (9 boats)

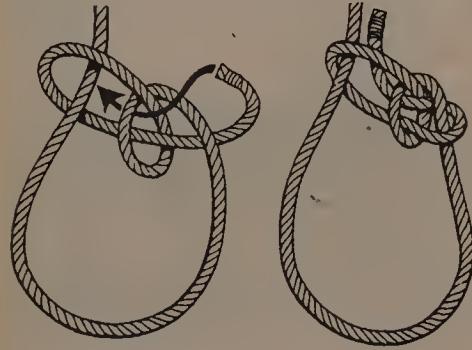
KNARR — 1) **Emma Hamilton II**, John Colver, 8.5 points; 2) **Sagehen**, George Sayre, 12; 3) **Hyperactive**, Joel Fong, 15. (6 points)

NON-SPINNAKER — 1) **Contessa II**, Centurion 42, Gordon Cox, 15.75 points; 2) **Zephyr**, Cal 2-27, Bruce Nesbit, 16.5; 3) **Champagne**, unknown, Scott Volght, 17. (11 boats)

DAY SAILORS — 1) **No Name II**, Len Flock, 15.5 points; 2) **Passin' Wind**, Bill Flock, 19.75; 3) **Palua Pilikla**, Steve Flock, 21. (11 boats)

# MAX EBB

Marina developers in recent years have, much to their credit, figured out that there are some advantages in multiple uses of a waterfront site. More than just parking lots for boats, most new marinas include a shoreline park of some sort, a yacht club, an



*Rats? Rabbits? We always thought it was "The cub reporter breaks Watergate, goes through the basement door to see Deep Throat..."*

overpriced restaurant or two, and possibly some hotel or condo development in close proximity. If done right, these uses can complement each other very well.

But what I like about some of the older marinas is that, in addition to the 'modern' facilities just listed, they've also had time to evolve their own characteristic mix of uses that go way beyond what a profit-motivated developer might include. There might be a boat yard, a chandlery, a fishing pier, a recreational beach area, a playground, or even a deli and food market. Some cities have located educational facilities — waterfront ecology study centers — inside the marina boundaries. And more importantly, the kinds of boating activities are usually more varied at the older locations. No new marina is built with berths smaller than 30 feet — it's just not economical. But many of the older ones have slips as small as 20 feet . . . and dry storage, and small boat launching areas, and good places for rowing craft or sailboards.

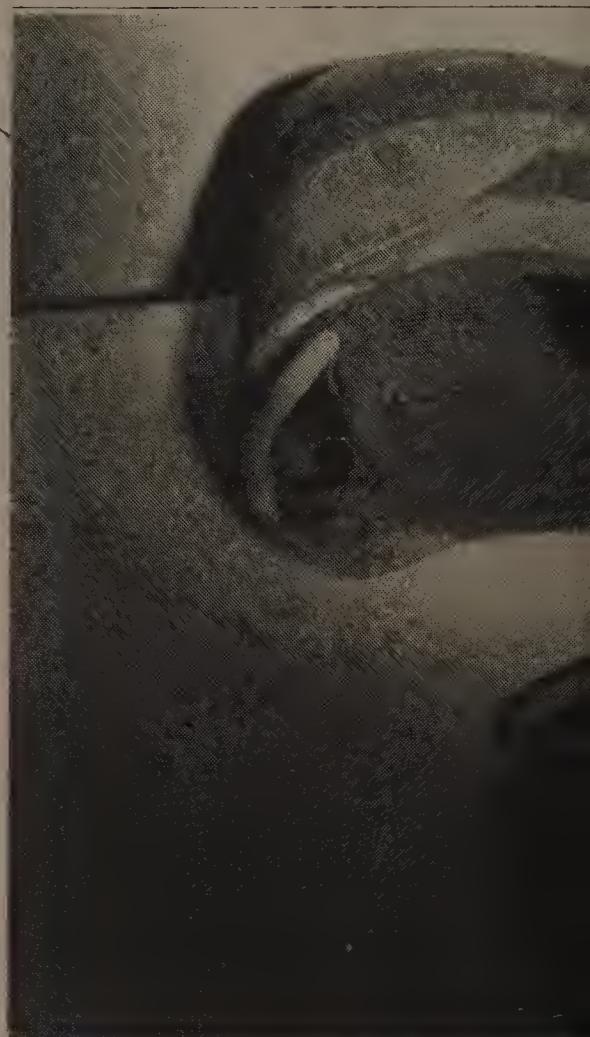
My own marina has all of the above,

club generates a significant number of new and active yacht club members every year, while the yacht club provides a nice place for the sailing club to have membership meetings. The sailing club members often relocate to the yacht club at sunset; while on most weekend mornings, more than one yacht club member cruises by the sailing club to pick up some extra crew for a big boat race.

That's exactly what I was doing the last time I was over at the sailing club. Out to shanghai some foredeck fodder for an upcoming race. Only this time, instead of the usual last-minute attempt to find one or two more warm bodies to sit on the rail, I was uncharacteristically ahead of schedule. It was Saturday morning, and I was looking for crew for a race on Sunday. So instead of driving by and lowering the right window like a commuter looking for two more riders for the car-pool lane, I actually parked, got out and walked over to the small porch in front of the tiny shack they use for a clubhouse.

I wasn't at all surprised to see my friend and sometimes crew Lee Helm sitting on the steps in front of the clubhouse. She's a graduate student in the Naval Architecture department at the university, and I knew she was active in the sailing club. But I was very surprised at what she was doing. Approaching from behind, I had a minute to eavesdrop before making my presence known.

"This loop of line is the sewer," she explained to another young woman who was sitting next to her on the bench. "And this end of the line is a rat." I moved in close enough to see that they both had short lengths of old three-eighths-inch jib sheet wrapped around their legs. "The rat comes out of the sewer, goes around the garbage can, and then back into the . . ."



*Are you a granny or a square? Pull your bows to find out.*

"Chill out, Max," she said with a big grin as she turned around and saw me. "I mean, it's the same knot."

"I know, Lee, but isn't anything sacred these days? What was wrong with the rabbit coming out of the hole, going around the tree, and back into the hole?"

She explained that she didn't think the rabbit had enough "urban relevance" or something, and invited me to sit down on the steps while she finished the knot-tying lesson.

"Now remember," she went on, "the key to tying a bowline is to start with the rope in the standard position. Let's try it around our waists again."

They both untied the bowlines from their legs and passed their ropes around their waists.

"Right. Around the waist left to right, as if you've just fallen off the High Street Bridge into the Estuary, and someone has lowered a rope down to you to pull you out. Now flip a loop into the standing part so that if the rope were a freeway, driving away from your body would be a right-hand cloverleaf exit

**"What happened to the rabbit and the tree?"**

"Leel" I protested. "What happened to the rabbit and the tree? You can't teach people to tie bowlines like that!"

plus one more very important feature: a college sailing club. There is a kind of symbiotic relationship between the sailing club — which is about as down-scale and informal as a sailing organization ever gets — and the more traditional yacht club. It works to the advantage of both groups. The sailing



ending up underneath and going in the same direction . . . good, you've got it right. Now the rat comes out of . . . perfect, like you've got it! Practice a few more times this way, then practice some more around other objects."

"Lee, I have to question your methods," I said. "None of the books use terminology like that."

"Books are never up-to-date on this stuff, Max. People thought the cute little rabbit was picturesque at one time, but that was in a different world. And the books don't even mention any of the 'underground knots' that are so important to the modern sailor."

"Underground knots?"

"For sure. Like the granny, for example. The granny knot is almost an official underground knot, although that's sort of a contradiction of terms. I mean the real underground knots, like the quarter-hitch or the Everest knot."

"Never heard of either of them," I said.

"The quarter-hitch is actually in very widespread use, Max, and I'm sure you've tied many yourself. It's exactly what you'd expect it to be, mathematically — half of a half-hitch."

She took her piece of practice line and

a few of those, now that you mention it."

"It

The Everest knot," Lee continued, "is almost the opposite of the quarter-hitch. It's used when you have an inconvenient tail of line left over after tying a knot, and you keep repeating extra half-hitches or cleat hitches with the tail for no other reason than 'because it's there'!"

"Don't forget the 'halyard happenstance hitch,'" said another one of the instructors. "It's used for transporting a coiled halyard tail up to the top of the mast while lowering a sail. Only works on boats with external halyards and mast-mounted winches, of course, so it's falling into disuse among racers."

"A

Anyway, Lee," I said, "The reason I came over here — I'm looking for some crew for tomorrow's race. Interested?"

"I'd like to, Max, but tomorrow's our annual match race championships, and I'm signed up to race little boats over here. My friend might be interested, though." Lee gestured toward the student who was diligently practicing her bowlines.

"By tomorrow she'll be really good at tying bowlines."

"That would be a big improvement over the last crew I picked up here," I said thoughtlessly.

"Not much experience," Lee added, "but a very steep learning curve. I gave her a sailing lesson last week, and I think she'll do great on your boat after a little practice."

That was all the recommendation I needed, so I introduced myself and we exchanged phone numbers.

"Are you giving knot-tying lessons?" asked another student, this one a middle-aged man. "Could someone show me how to tie a reef

"Chill out, Max. It doesn't have urban relevance."

wrapped it around a post, then started to tie a half-hitch but didn't finish. "Just loop around once and it's done," she explained. "Most useful for tying dinghies to the stern pulpits of anchored cruising boats."

"Ah, I see what you mean. I have tied

knot?"

"For sure," answered Lee. "Max over here's an expert."

"Why certainly," I volunteered, and moved over to make room for him on the steps next to me. Lee handed me her piece of rope and I proceeded to instruct the novice.

"The reef knot is the same as the square knot," I began, "and it's used to tie the ends

# MAX EBB TIES ONE ON

of two lines together, or more usually to tie the ends of a short line around an object like the furled-up lower portion of a reefed sail. That's why it's sometimes called a reef knot."

I ran the practice rope under my legs so that the two ends met each other on my lap. "Now, the knot consists of two crossings, first like this . . . and then another one like this." I untied and re-tied it several times. "Notice that if the first crossing is left-over-right, then the second one has to be right-over-left. Otherwise you get what's called a granny knot — which is extremely un-nautical sounding, and for good reason. Here, now you try it."

I passed the line over to my student, and of course he tied a granny on the first try.

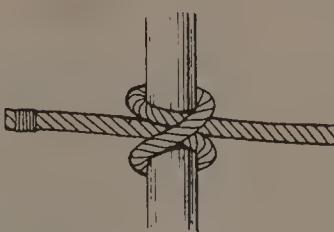
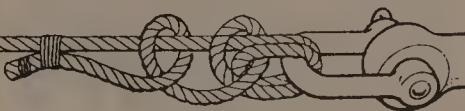
"See, that's a granny knot. Look at the construction. Now undo the last half . . ."

I had to reverse the second crossing for him, but he eventually got the idea.

"What's wrong with tying a granny knot?" he asked.

"It's not nearly as strong as a proper square knot," I said, "and sometimes it's much harder to untie. No self-respecting sailor would ever use it for anything."

While he practiced some more, I told the story of how the granny knot, known in this instance as the "messman's knot", was used in ship pantries to tie the lid on the



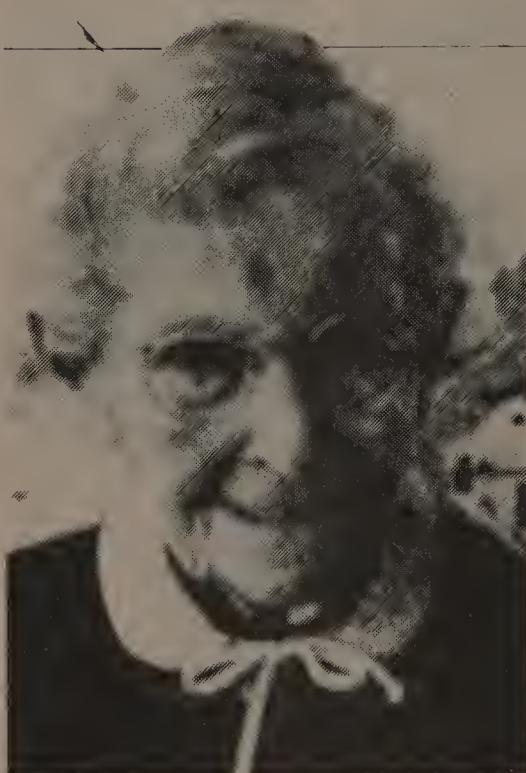
Next time your spouse leaves you fit to be tied, whip one of these on her: a fisherman's bend (top) or a clove hitch.

cookie jar. If a sailor stole a cookie, he would invariably re-tie the lid with a square knot, alerting the galley staff that there had been an unauthorized entry. "You see, sailors can't tie granny knots even if they try!"

"Good story," said Lee.

"A double-slipped square knot is just another name for a shoe-lace bow," I added. "We all tie them every day."

"Tell me, Max," Lee asked. "When you tie your shoes, do you ever tie 'double knots' in them to keep those 'double-slipped square



Joline "Granny" Wilkerson of Pennsylvania was the originator of the knot named for her. In her prime, she could reportedly do 563 knots per hour.

knots' from coming loose?"

Lee's tone of voice bothered me. She was up to something, with an off-the-wall question like that. And there was nothing I could do about it, either. Only one way to find out.

"Well, I used to use double bows, as I called them. In fact I still tie doubles in my running shoes. But the shoes I'm wearing now are tied with a standard single bow."

She leaned down to one of my shoes, and by pulling on the middle of each loop in

fingernails so I could examine its construction.

"Why, it's a granny knot!" I said. And I immediately pulled the loops out of the shoelace on my other shoe, with the same surprising result. Another granny knot.

"Must be the way the loops are pulled out," I said, and undid one of the knots to start again from scratch. I tied my shoe the usual way, but slowly, paying careful attention to how the bow was formed. And my face went white with horror.

"OH MY GOD!" I gasped. "I'VE BEEN TYING GRANNY KNOTS IN MY SHOES SINCE I WAS FOUR YEARS OLD!"

Lee put her hand on my shoulder. "It's okay, Max, really. Just about half the population of North America ties granny knots in their shoes."

I was in a state of shock. Granny knots in my shoes. Fell right into Lee's trap. How could I — as a local sailor of some repute — ever live this one down? At least it happened here at the sailing club, and not at the yacht club bar.

"Max, didn't you ever wonder why some kids never seemed to need the double knots in their shoes, while yours always came untied without them?"

I felt like I had just been through primal scream therapy. Yes, it was true. My shoes were always coming untied until I learned the double bow.

"Now you know," she continued. "Shoelace tying is usually taught as a repetition of the same motions — first a cross-over with single laces, and then the exact same motion with the laces doubled. The result's a granny knot. It's a consequence

"I felt like I'd just been through primal scream therapy."

the bow, removed the loops to convert it into a knot with no slips.

"Okay Max, tell me what kind of knot that is."

I worked the knot apart slightly with my

of our cultural indifference to the nautical heritage, and also the fact that pre-school teachers are like grossly underpaid for what they're expected to do."

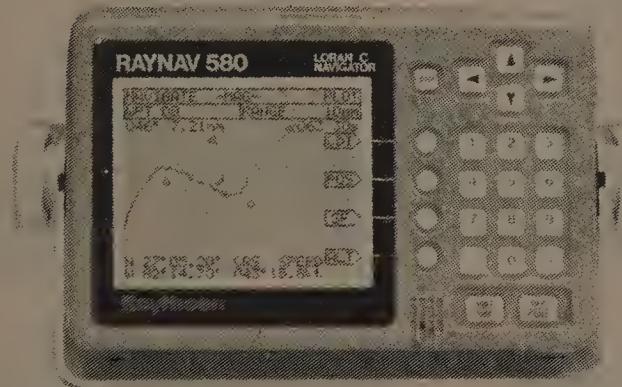
I lifted Lee's hand off my shoulder. Her eyes told me that behind that phony sympathetic expression on her face, she was laughing her head off.

— max ebb

# Raytheon

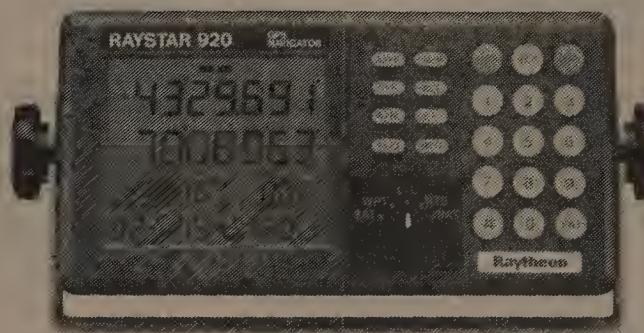
## PICTURE PERFECT NAVIGATION!

**RAYNAV 580  
LORAN/PLOTTER  
\$895.00**



Just introduced, this new Loran has seven plotter ranges from 1-100 miles, automatic station and notch filter selection and on-screen prompting for simple operation.

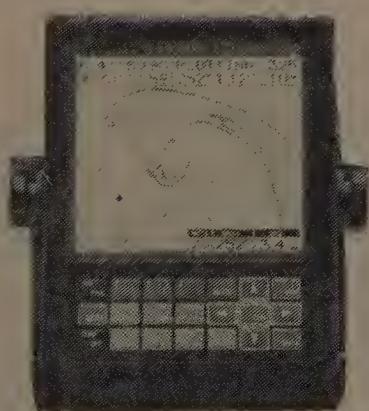
**RAYSTAR 920  
GPS  
\$4,095.00**



The 920 Global Positioning Receiver has proved to be one of the best GPS values available. Using fast, multiplaced operation, the 920 will provide approximately 14 hours coverage with full coverage expected by October, 1990.

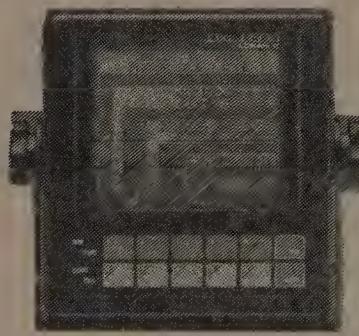
# Apelco

**DXL-6800  
"LORAN SEE"  
\$925**



Available this month, the new 6800 features improved charts, simpler operation and a new black and white screen for easier viewing.

**DXL-6500  
LORAN/  
PLOTTER  
\$575**



New low cost Loran/Plotter (without charts) feature up to 80 waypoints with different symbols for navigation and event marks. On screen operators guide.

**SALES • SERVICE • INSTALLATION**

OF SAUSALITO  
300 Harbor  
Drive  
94965  
(415) 332-5086



**Maritime Electronics**  
"We Make Boat Calls"

OF SAN JOSE  
1539 S. Winchester  
Boulevard  
95128  
(408) 378-0400

# SMILING FACES: MEXICO CLASS OF '89/'90

**S**miling faces, going places. The third annual Some Like It Hot California to Mexico Cruisers Rally "officially" ended on February 1. But rather than list everybody and call it a wrap (what fun would that be?), we decided instead to run the following salute to the Mexico Cruising Class of '89/'90.

Don't despair if we missed you or your friends this go-around — everyone has another shot at the limelight if they show up at Baja Ha-ha on April 1. It looks like the staff of *Latitude* will be there en masse — come tell us your story!

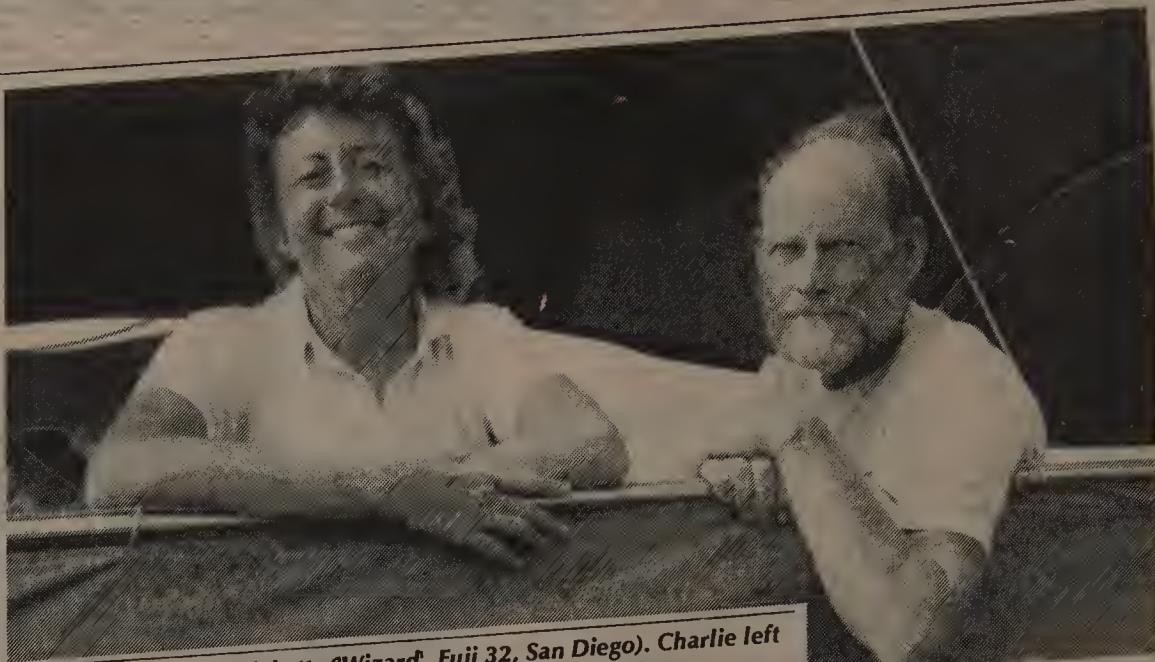
We did manage to cram a page of Hot Rally names in at the end of these "happy snappies". Next month, we'll list everyone else who rallied this season. Adios for now; hope to see everyone at Isla Partida.



Joyce and Tom Boynton, 'Rosie', Nordic 40, San Francisco. Two years in Mexico; one to go.



Jim and Monica Lamonte plan to cruise their Pearson 36 'Sunstar' to Z-town.



Loretta and Charlie Ricketts ('Wizard', Fuji 32, San Diego). Charlie left PMS in San Diego to cruise to the Marquesas and beyond.



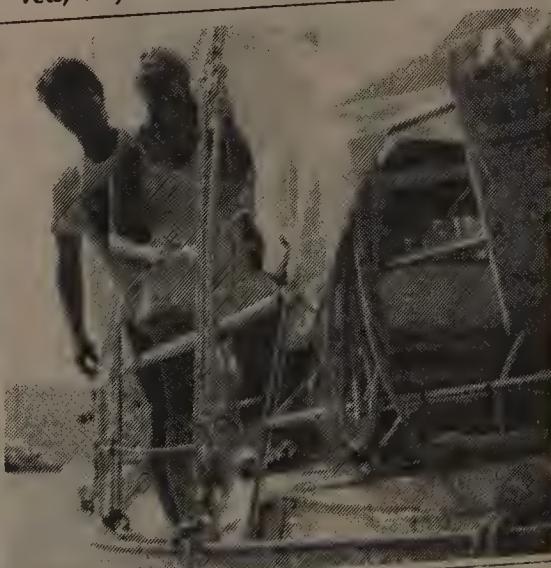
Freidel Klee, 'Vagant', Van de Stadt 31, West Germany. Now in his seventh year of cruising, Klee has published two books on the subject.



Jerry Libell was boatsitting 'Salsa', a C&C 44, while his brother-in-law Steve Equina and his family were visiting the States.



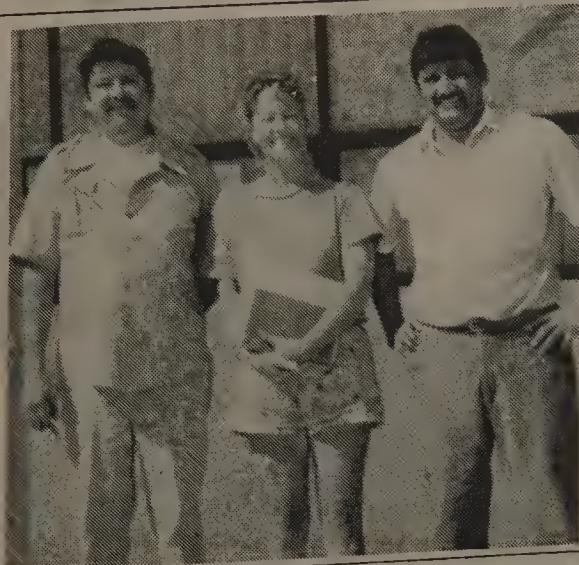
George and Kathy Anderson, 'Seadater', Union 36, Portland. Alaska and two-season Mexico vets, they're en route to the Caribbean.



Jim and Marilyn Marco of Richmond aboard their home-built Crealock 37 'Intention'. They're bound for the Marquesas.



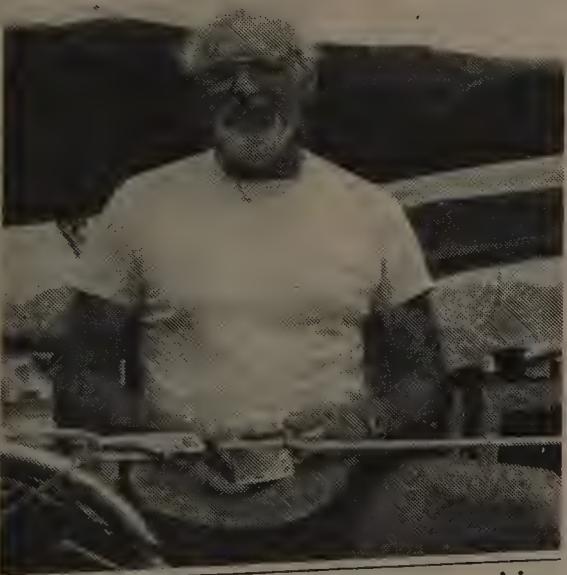
Ed and Cathy Longwell, 'Pegasus', 45-ft schooner from San Francisco. This is their second season in Mexico; New Zealand is next.



Sarah Wright, our roving reporter, and friends in Cabo. Sarah and Tom Hughes are cruising 'Frolic', a Yankee 30 out of Sausalito.



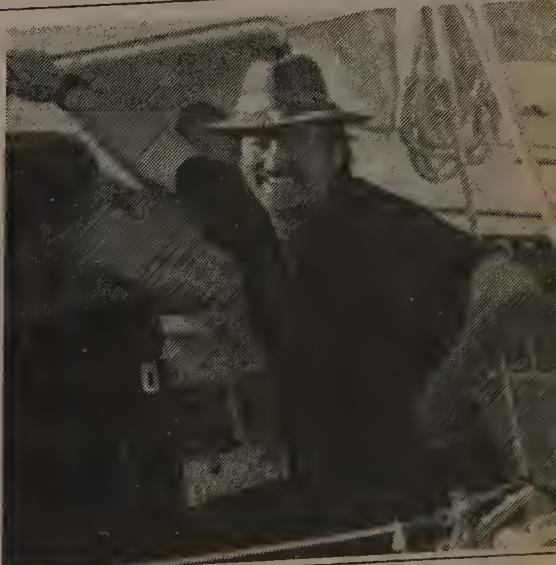
Fred Glover and Sarah Hitchcock, 'Windflower', Baba 30, Sausalito. Cruising Mexico.



Charlie Mead of Portland, Oregon, is cruising his 30-ft 'Exposition' to Costa Rica this fall.



"Our departure was an earthmoving experience," says San Francisco's Ron and Doris De Vries. They cruised their Liberty 45 'Adios II' out of the Bay on October 17, 1989.



Singlehander Jimmy Underwood ('Evira', 1938 30-ft doublender) has done 100,000 miles in the last 13 years.



The Hal Bon Cutter family, including Freedom the basset hound. They're sailing 'Bon Cutter II', their San Francisco-based Hunter 30, up to the Sea of Cortez.



Barbara, Bob and Ranba Aldridge on their Westsail 28 'Tatarisa' out of Seattle. More kids than ever seem to be out cruising.

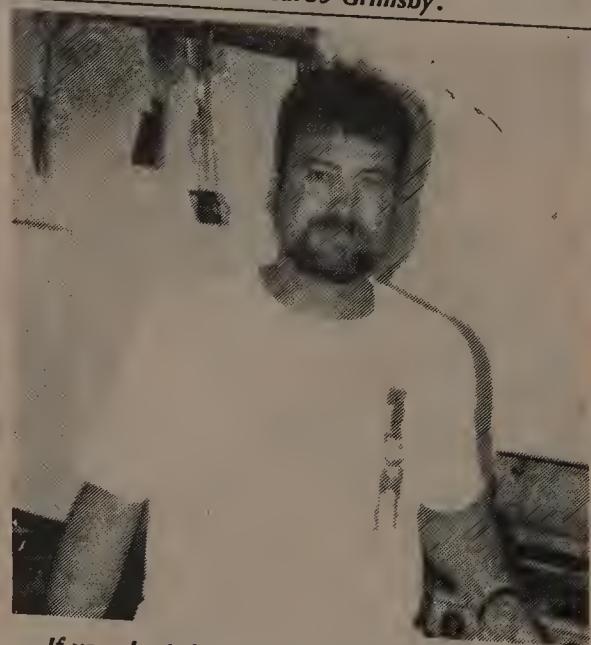




Val Gillen (left, we think) entertained friends while husband Greg was down with the flu. From Los Altos, the Gillens are in their second season with their Cal 39 'Grimsby'.



Dick Southworth and Terri Enger are enjoying Mexico on 'Genesis', a Niagra 35 out of SF.



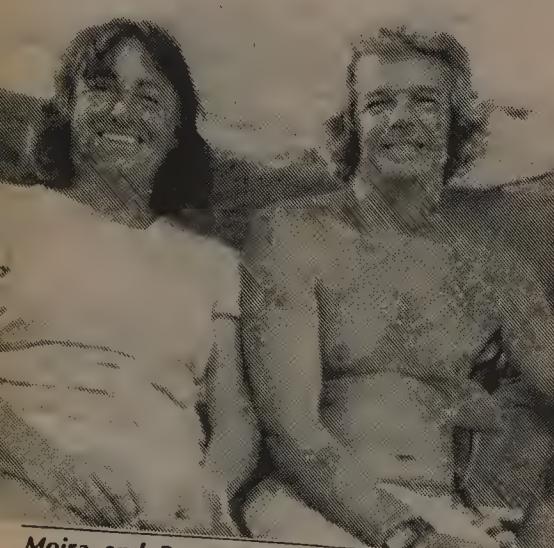
If you don't know Gil, you don't know Cabo.



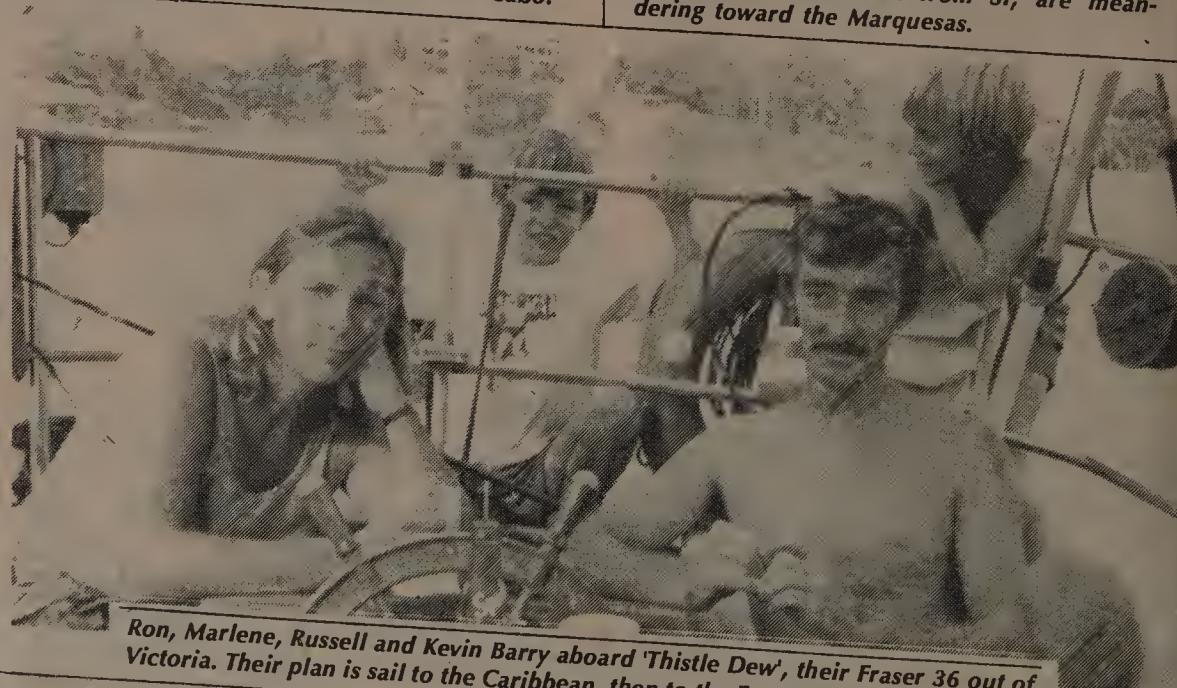
Vance Whitney and Lady, his cat, aboard his home-made 33-foot cutter 'Destiny'. He's left Seattle to retire in Costa Rica.



Dick, Karen and five year-old Randi on 'Savant', a Westsail 42 from SF, are meandering toward the Marquesas.



Moira and Ross Vallantyne ('Samsara', Atkins 32, Vancouver). Returning from a lap around the South Pacific, they're headed to Spain.



Ron, Marlene, Russell and Kevin Barry aboard 'Thistle Dew', their Fraser 36 out of Victoria. Their plan is sail to the Caribbean, then to the East Coast and Europe.



ALL PHOTOS/SARAH WRIGHT

# SMILING FACES: MEXICO CLASS OF '89/'90



Jim, Patti and James Payne (and visitor Jesse) on 'Bountyful', their Formosa 43 out of Santa Ana. They rescued 'Yellowbird' after the infamous shrimp boat attack.



Two season Mexican vet George Flanders ('Camille', Alajuela 38, Wilmington) is bound for the South Pacific.



Perry Shoemaker, Cheryl Powell and Bilge the terrier ('Viking', 33-ft cutter, Newport, Oregon). They're on a windsurfing safari in Baja aboard their salvaged 50-year-old woody.



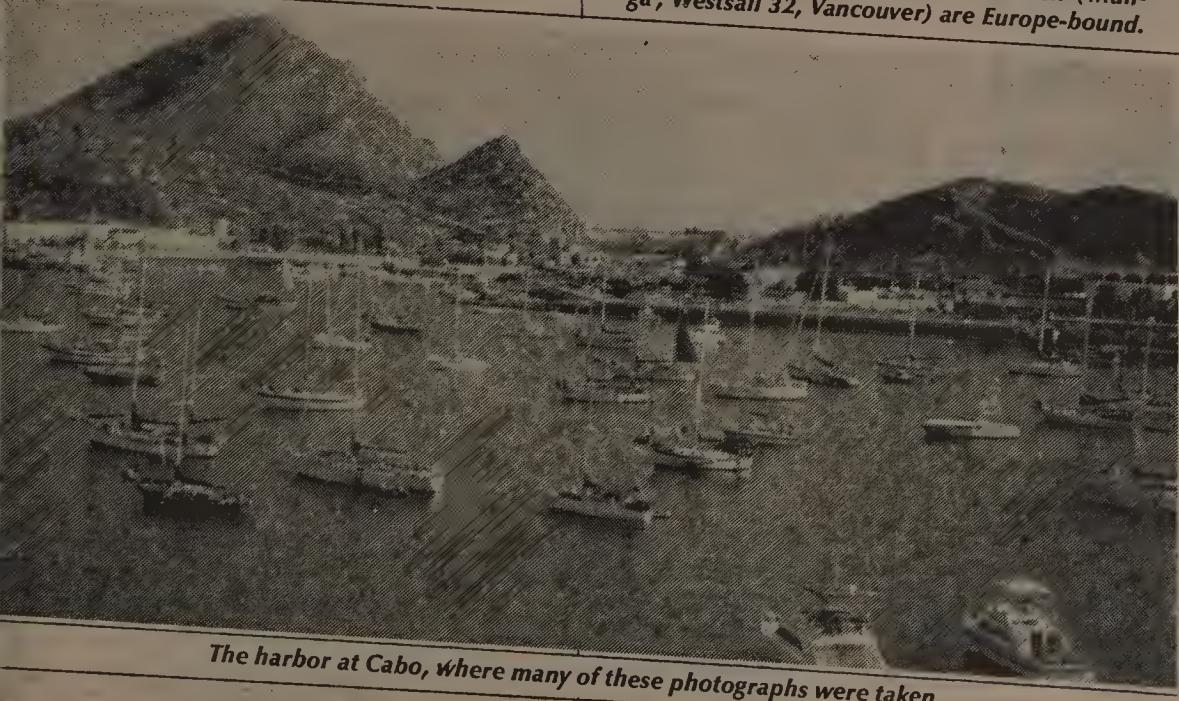
Bob and Kathy with their cat Hobie. 'Endless Weekend', their SF-based Passport 40, is headed for the Panama Canal next.



Nadine Sherwind and David Nickleson ('Munga', Westsail 32, Vancouver) are Europe-bound.



Santa Rosa's Joe Ortega fooling around in one of the rental boats off La Ropa beach.

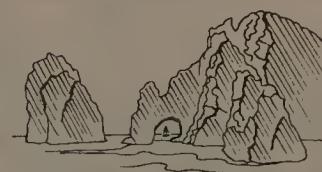


The harbor at Cabo, where many of these photographs were taken.



Ellen and John Sloboda are into their second season of cruising aboard 'Joliga II', a Ranger 30 from Oxnard.

# Some Like it Hot!



the California to Mexico cruiser's rally

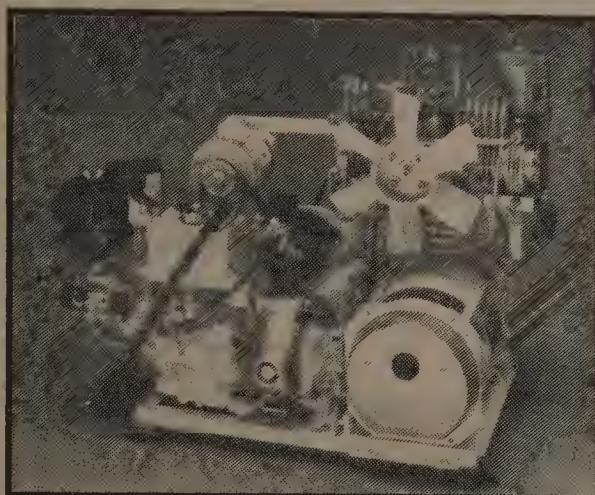
- 149. Stargazer/Rawson/Alameda/M. Hibdon/Santa Rosalia.
- 150. Wind Dancer/Niagara 35/Half Moon Bay/P. Stewart/P.V.
- 151. Tahiarii/Polynesian Cat/Vashon, WA/B. Underwood/China.
- 152. Circle/Odyssey 30/San Francisco/K. Hall/Caribbean.
- 153. Windflower/Baba 30/Sausalito/F. Glover/Polynesia..
- 154. Laurie J/Mason 33/San Diego/E. Steward/Costa Rica.
- 155. Yola/Rawson 30/Lake Tahoe, NV/G. Williams/Caribbean.
- 156. Just For Play/Santana 28/San Francisco/G. Nistle/S of C.
- 157. Sotto le Stelle/Cape Dory 36/Seattle/T. Opdycke/N.Z.
- 158. Capt. Murray/Fuji 35/Portland/M. Ryum/So. Pacific.
- 159. Onera/Schooner/Moss Landing/J. Briley/Belize.
- 160. Casteele/Waterline 444/Victoria, BC/E. Rutherford/So.
- 161. Susitna/Lord Nelson 41/Anchorage/M. Van Horn/Australia.
- 162. Restless/Panda 38/Ventura/K. Panther/New Zealand.
- 163. Meriwether/Cascade 36/St. Helens, OR/D. Roberts/Warm.
- 164. Frolic/Yankee 30/Sausalito/T. Hughes/Z Town.
- 165. Carpe Diem/Islander 36/San Diego/R. Toohey/Circumnav.
- 166. Pangaea/Hans 41/Portland/K. Strobburg/Acapulco.
- 167. Harmonie II/40' Ketch/Vancouver/P. Paget/New Zealand.
- 168. Irimi/31' Searunner Tri/San Francisco/A. Pomeroy/Mexico.
- 169. Atol/Steel 43'/Seattle/K. Doyle/Mainland.
- 170. Hayes/Contessa 43/Stockton/K. Bewley/So. Pacific.
- 171. Gold Eagle/42' Tri/Humboldt Bay/D. York/Bluefields.
- 172. Destiny/Cat Boat Nonsuch 30/San Francisco/C. Kerr/Panama.
- 173. Vagant/unknown/Bremen/F. Klee/Mainland.
- 174. Golden Girl/Cutter Rig/San Francisco/W. Moore/Carib.
- 175. Siben/Custom 83' Ketch/Jersey Ch/R. Hughes/Panama.
- 176. Marco Polo/Newporter Ketch/UK/R. Kedward/La Paz.
- 177. Spera/Carius 50/No. Vancouver/R. Cooper/Hawaii.
- 178. Summer Rose/42' Cutter/Seattle/J. Burkhardt/Hawaii.
- 179. Aotea/So. Pac. 42'/Takapuna, NZ/J. Gardner/Pan. Canai.
- 180. Zingara/Cal 246/San Francisco/D. Baker/Sicorro Isl.
- 181. Phaedra/C&C 36/Los Angeles/B. Mueller/S. of Cortez.
- 188. Shirley L/Cal 2-46/Newport Beach/B. Anderson/Panama.
- 189. Just Another Day/C&C 38/San Fran/H. Braun/Caribbean.
- 190. Glacier Blues/Santana 27/Seward, AK/H. Brown/P.V.
- 191. Alia/Ericson 34/Juneau/L. Merzario/Acapulco.
- 192. Dove/Skye 54/Delaware/S. Greene/Annapolis.
- 193. Palm Tree Express/SC 50/Seattle/G. Cole/Hawaii.
- 194. Keramos/Passport 37/Vashon Isl/J. Tousley/Med.
- 195. Deus Regit II/Tophat 25/Australia/A. Nebauer/Europe.
- 196. Callaloo/Centurion 32/Vancouver/J. Catley/P.V.
- 197. Princess/Fischen 25/Ventura/G. Trebbow/S. of C.
- 198. Panda Bear/Custom Ctr/Vancouver/G. Starr/Mainland.
- 199. Gypsy/Pearson-Nuicta Slp/Seattle/B. Munger/Venezuela.
- 200. Layla/Panda 40/Seattle/M. Wolfe/New Zealand.
- 201. Felicity/Mariner 48/Solvang/J. Boston/???
- 202. Sundog/Cutter/Reardon/S. Figg/So. Pacific.
- 203. Wave Buster/Sloop/Richmond/D. Minix/Salina Cruz.
- 204. Mary Martha/32' Bayfield Ctr/Portland/R. Tobys/C.Rica.
- 205. Viking/Colin Archer Ctr/Newport, OR/P. Shoemaker/La Paz.
- 206. Gosling/Camper Nicholson/Portland/M. Downing/Manz.
- 207. Tovitchka/Tashiba 40/San Francisco/F. Hekking/La Paz.
- 208. Maio Clinic/Farr 58/San Diego/L. Maio/Manzanillo.
- 209. Aurora/Peterson 44/M. del Rey/R. Suppe/Mexico.
- 210. Acadia/Nauticat 40/Portland, OR/C. Broussard/P.V.
- 211. Secret Sharer/Passport 40/S.B./H. Abernathy/Acapulco.
- 212. The Finnish Line/Nauticat 40/S.D./G. Maattanen/Carib.
- 213. Audacious/Sail/Seattle/D. Ayers/La Paz.
- 214. Wailana/40' Alden M.S./Sausalito/K. Atulyo/Australia.
- 215. Achates/Valiant 40/Juneau/K. Hansen/So. Pacific.
- 216. Elysium/Tayana 37/Juneau/J. Cottingham/So. Pacific.
- 217. Local Talent/Passport 40/Sausalito/L. Jones Jr./Hawaii.
- 218. Caribbean Lady/H.C./Dana Pt./R. Davidson/Mainland.
- 219. C'est S Bon/Freedom/Dana Pt./P. Hobbs/Mainland.
- 220. Orca/H.C. 34/San Francisco/M. Picard/Italy-Rome.



Cabo San Lucas, the crossroads of Mexico, is changing mas rapido.

- 182. Aquaholic/Hatteras 53'/King Harbor/C. Tallman/S of C.
- 183. Samothrace/Islander 37/Richmond/L. Banta/New Zealand.
- 184. Scout/Pacific Seacraft/Venice/R. Sudbury/S. of Cortez.
- 185. Gypsy Wind/33' Atkins-Sampson/S. Cruz/Jim/Butte, Mont.
- 186. Holly Ann/Ketch/San Pedro/P. Thorak/La Paz.
- 187. Keoke II/Sloop/Newport, OR/F. Rogers/World.
- 221. Simplicity/Ketch/Oxnard, CA/D. Fleet/Manzanillo.
- 222. Savant/Westsail 42/San Francisco/R. Watts/S. of C.
- 223. Nonpareil/Union Polaris 36/Portland/J. Myers/Manz.
- 224. Morning/Nordic 44/Juneau, AK/T. Kiester/So. Pacific.
- 225. Columbine/Mariner 37/Colorado/R. Kennen/Florida.
- 226. Tess/Lord Nelson-Victory 37/Seattle/J. McKinney/La Paz.

# PRODUCT HIGHLIGHTS



## APOLLO POWERED DIVE COMPRESSOR

Apollo Diesel Generators specializes in custom compact, lightweight, high-performance diesel generators. They are powered by rugged Kubota Diesel Engines offering electric start with hand crank capability. Apollo Generators are freshwater cooled. Apollo Generators are of drip-proof construction, inherently voltage regulated and the rotor is supported by two "heavy-duty" ball bearings. Standard generator sets from 2.5 kilowatts to 8.0 kilowatts. Custom accessories such as refrigeration compressor, water maker compressor, DC alternators, dive compressor and bilge pumps can be added on and mechanically driven by your Apollo Generator, as the system pictured above. Quiet, vibration-free, high in quality and long in life. Parts are available worldwide. Get more kilowatts for your money, not more weight, as well as economical fuel consumption, low maintenance cost and quick and easy starting.

### Apollo Diesel Generators

833 W. 17th Street, #3, Costa Mesa, CA 92627  
Call (714) 650-1240 FAX 714-650-2519 FAX



*Anti-Fouling Protection  
Can Be Applied Underwater*  
New Super Slick is non-toxic anti-fouling wax that can be applied either in dry dock or underwater. Super Slick is EPA approved. Can be applied to fiberglass, wood, steel, aluminum, rubber or cement. Super Slick prevents adhesion of algae and other fouling agents in fresh water. Super Slick retards the growth of barnacles and marine growth in salt water. Super Slick will also increase your boat speed by 10%. The best feature is the low cost, only \$16.95 a pint, which will cover a 20 foot boat. No more sanding and bottom painting when you use Super Slick.

Ask for Super Slick at your favorite marine store.

**West Coast Marine Products**  
8333 Case St., Ste. B, La Mesa /  
CA 92041  
(619) 697-9224



## PEEL AWAY™

### Outstrips All Other Paint Strippers

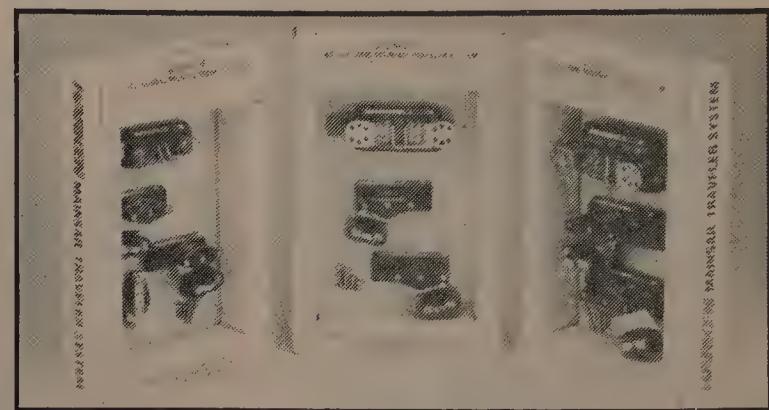
Revolutionary new paint stripping system strips up to 30 coats of paint in one application.

Peel Away was invented and developed in England for the tough housing restoration market. Now manufactured and distributed in the U.S., it is also ideal for the marine market. Peel Away is excellent for stripping away bottom paint or boat restoration on wood, steel or fiberglass, all without sanding or scraping.

Call or write for further information  
Dealer Inquiries Invited

## Dumond Chemicals

1501 Broadway  
New York, NY 10036  
(212) 869-6350



## HARKEN TRAVELER KITS

In line with our philosophy of making sailing easier, Harken is simplifying hardware selection by offering prepackaged ball bearing traveler sets in the most popular small, mid-range and big boat configurations. The small boat traveler kit is suitable for boats from 20-27 feet (6 m-8 m); the mid-range for boats from 27-34 feet (8 m-10 m), and the big boat traveler kit for boats from 32-45 feet (10 m-14 m).

Each kit includes: a ball bearing traveler car with control blocks, and two double sheave control blocks with Cam-Matic® cam cleats on pivoting arms.

Since track lengths and mounting situations vary widely, kits do not include track, trim caps, track fasteners or control lines. An information sheet on each package describes how to purchase the correct track for each kit and the proper line for the control blocks.

For more information on traveler kits, please call or visit your nearest Harken dealer.

## Harken, Inc.

1251 E. Wisconsin Avenue, Pewaukee, WI 53072  
Telephone: (414) 691-3320 FAX (414) 691-3008



## A TIDE TABLE ON YOUR WRIST

### THE ONLY WATCH THAT FORECASTS FUTURE TIDES

The Tidewatch tide computer tells tides for days, weeks, even a year ahead. The tide progress is shown continuously and an arrow shows direction. Water resistant to 100 feet, with alarm and a countdown timer. See a dealer or order direct (VISA/MC) \$69.95.

## TIDEWATCH PRODUCTS, INC.

Box 336; 360 Route 513, Califon, NJ 07830  
Info : (201) 832-9103 Orders: 800-842-3028

# ARC RALLY:

Many cruisers — especially less experienced ones — are intimidated by the prospect of setting out across a big ocean alone. Their biggest concerns revolve around safety and anticipated loneliness. Four years ago a one-time Czech refugee



Diana Green Jessie and Jim Jessie represented the United States well at the festivities in the Canaries as well as the finish in Barbados.

by the name of Jimmy Cornell finally decided to do something about it. He created the Atlantic Rally for Cruisers (ARC).

The idea was that everyone making the Europe to Caribbean 'milk run' would gather in the Canary Islands (150 miles off the coast of Africa) on November 25 and then sail the 2,700-miles en masse across to Barbados, the easternmost island in the Caribbean. Thus what would have been a long, lonely passage for nearly two hundred

## PHOTOS COURTESY/ NALU IV & SPELLBOUND

individual boats would be transformed into the world's longest floating party, complete with non-stop socializing via radios and with 'rescue boats' all along the route.

With 210 boats hitting the starting line for that first Rally in 1986 and nearly 150



Northern California's Fritz Dueming leaves 'Nalu's' mark on the marina wall in Las Palmas.

in each of the subsequent years, it's clear that the ARC was an idea whose time had arrived. The most recent Rally attracted three boats from Northern California, two of them nearing completion of circumnavigations and another making the long way home from her builder's yard in New Zealand.

The boats were Jim and Diana Green Jessie's Lapworth 48 Nalu IV, which in a dazzling display of performance cruising was the first boat to finish that didn't resort to motoring. Spellbound, a Farr 55 owned by Palo Alto's Jim Hill, which sailed north into calms and resorted — like most of the fleet — to motoring. And Jack and Lura Francis' Tamarac II, a Westsail 32 from the Stockton Sailing Club, the last of the 137 boats that actually made it to Barbados.

Another West Coast entry making a big splash in the ARC was Windwalker from the state of Washington. Owner Roy Butler fell overboard while his Pearson 53 was motoring at four knots. Able to yell loud enough to get the attention of the crew down below and grab onto a spinnaker sheet while falling, Butler was rescued and thus able to collect the first-ever Survivor's Trophy. The only other serious incident occurred aboard the Freedom 39 Tasmania; a youngster was knocked unconscious for

several minutes after an uncontrolled jibe caused the foreboom to strike him on the head. He was later given a clean bill of health in Barbados.

Even more breathtaking than the number of entries each year has been the variety of boats and participants. This year the ARC featured boats from 28 to 90 feet, encompassing everything from rundown economy cruisers to floating palaces. Even a few recent vintage racing machines made the scene. The boats hailed from 17 countries, with crew ages ranging from six months to 78 years. The oldest skipper was a spry 69.

If you've ever tried to get two sailors to agree on anything, you can appreciate the trouble Cornell and the organizers have trying to keep all the Rally participants happy. Despite Cornell's repeated assurances, many cruisers expressed fears that the Rally was beginning to feel a little bit like a race. Lura Francis of Tamarac II, for example, was discouraged to note that "many wives and sweethearts flew on to Barbados to be replaced by racing crew".



# ATLANTIC HIGHS AND LOWS

On the other end of the spectrum, performance-oriented cruisers — a small but opinionated minority — groused that the motoring provision and the imprecise handicapping made the ARC a waste of competitive time and effort for all but the most casual racers.

In an attempt to satisfy both sides, Cornell instituted a special division for ARC'ers unrepentant about their need for speed. Fifteen skippers signed up to race under the Channel Handicap System, which would permit no motoring. Having given the 15 boats their own competitive arena, Cornell figured the other 141 skippers that signed up would be free to enjoy what he termed "the rally mentality".

This is not to say there was no consensus at Las Palmas. There was. Everyone grumbled about the entry fees, which for boats such as *Spellbound* and *Nalu IV* totalled more than \$500 each. In and of itself, that's a hell of withdrawal from a typical cruising kitty. Lura Francis of Tamarac went so far as to suggest that ARC has been a "marvelous get rich scheme for Cornell — one that many participants wished they had thought of first". By participating in the race for the first time aboard his brand-new 40-footer, Cornell made an convenient target for such charges, legitimate or not.

Then there was the matter of not

everything promised in the entry fee being delivered. "Free drinks didn't materialize, free tours were a waste of time and the farewell parties for crew never happened," wrote Diana Green Jessie. Logistical problems we're almost certainly the cause, but nonetheless not everyone got what they bargained for.

expectations. All ARC'ers got a terrific welcome from the Texaco Dock's "Mr. Congeniality", Dom Pedro, who happily and tirelessly directed cruisers to find whatever it was they needed. Provisioning was easy. El Corde Ingles, a large department store and supermarket, had everything, took plastic money and delivered to the boats. Because most marine parts had to come from England, boat repairs took a long time.

But once the Canary Islands cut loose



Jack Francis, Mary Butler, Roy 'Overboard' Butler, and Lura Francis at the costume party.

Nonetheless — and despite a real thrashing many boats took getting to the Canaries — most participants arrived at Las Palmas in a festive mood with great

*Reefing was the order of the first day of the Rally on 'Spellbound' as winds gusted to 40 knots.*

with their week of ARC entertainment and activities, there wasn't much time left for provisioning or repairs. "It started with a bang," reported the Jessies. "Flag raising ceremonies, fancy dress competition, and a Lido-style review — featuring scantily clad women and men — really got the adrenalin flowing." As if there wasn't enough to see or participate in, the clustering of cruisers naturally brought together scores of what Francis called "the never to be forgotten friends of cruising days". Tamarac and *Nalu* for example, have been bumping into each other all over the world: Pago Pago, American Samoa, New Zealand, Bali and Cyprus.

The influence of the ARC has become so great in the Canaries that all non-ARC boats had to vacate the main Las Palmas Marina for official entries. Each boat is then given a spot on the freshly whitewashed wall to paint their logo. This has always been one of the ARC's most popular competitions. *Spellbound*'s Jim Hill swears Fritz Dueming of the Bay Area got robbed when his artistry on behalf of *Nalu* didn't take the trophy. But then not everyone has as keen an eye for talent as Hill.

The day following the 'Lido Review', popular Dom Pedro's Texaco fuel dock sponsored a model boat race, a dinghy race and a BBQ. Attracting 50 entries, the 500-yard dinghy race was a water-war from start to finish — and beyond. The Jessie's got a



# ARC RALLY:

trophy, but couldn't figure out if it was for being the driest longest, the best dressed, the oldest — or for not having won the logo competition. In any event, "Pedro's fried fish, paella and rum punch party were," in Francis' estimation, "was the best ever." That's basically how the week continued, except that as the November 25 start grew near, more skippers became increasingly concerned with how they'd do in the impending non-race 'race'.

All boats, save the 15 that opted for the new racing division, were divided into eight divisions based on boat size. Each boat was then given a handicap based on certain boat measurements, the number of sails and the number of crew — a crude system to be sure. All boats in these divisions would be allowed to motor "a reasonable amount of time" as long as they declared it. The number of hours motored would then be penalized by 1.5 times a correction factor concocted by Cornell. If the handicaps sounded like a PHRF system from hell, they probably were. A lot of people scoffed at the motoring provision, but boats that sailed the entire way ended up winning more divisions than those who occasionally went with the iron genny.

Prevented from sailing in the racing division by a terrible handicap given California-style light boats, the Jessies



The 19-year old 3/4 ounce was given CPR but died on the sewing machine.

As it turned out, everyone was emasculated by a powerful storm front that raged through Las Palmas the day of the scheduled start. Cornell postponed the Rally for one day. For once, nobody protested. Despite despite the delay, it still gusted to 40 knots the following day, tearing Nalu's No. 2 and staysail in quick succession. The second day featured light air and the third day was flat calm. This was a blessing for the Jessies, who dragged out their sewing machine and began pulling a Betsy Ross. But it was to be a bad omen for anyone hoping for a swift crossing.

If you want to know frustration, try slatting around for a couple of days with 2,500 miles to go in a 2,700 mile 'race' to the fabled tropics. Thus it was understandable that engines were fired up all over the eastern Atlantic. This included the engines on *Spellbound* and two others in the racing division, disqualifying them. In most cases it was a wise decision because ARC '89 would have less and lighter trades than any of the three previous rallys. The normally reliable tradewinds didn't put in an appearance for nearly two weeks, so the only ARC records set this year were for slow passages. Cornell would ultimately extend the event an extra five days to accommodate as many finishers as possible.

little as 46 miles, Nalu's crew resisted the powerful temptation to fire up the diesel. Much of the reason was the cohesiveness of their crew, all of whom were veterans of the Jessie's high-performance world cruise. They were Northern Californians Fritz Dueming and Keith Buck, Adam Loory of New York, Siobhan Doran, an Irishwoman who races out of Dublin and Roy Aguinaga, who cut his teeth on the Kiwi racer



Jim Hill, owner of 'Spellbound', celebrates his 60th halfway across the Atlantic.

groused against the motor allowance. "As a cruising event, the organizer emasculated sailing by defining cruising as motor sailing."

Despite having 24 hour runs of as

# ATLANTIC HIGHS AND LOWS



Buccaneer. The group sailed smart and tough, and pushed the old woody hard.

Sometimes they pushed too hard. Like most folks, the Jessies cruise on a restricted budget. Their weather fax is said to be a concoction of electronic discards Jim threw together, their main is a re-cut hand-me-down from a 12-Meter and their 3/4 ounce chute is — oops — was an old Baxter & Cicero. One night the 19-year old chute

After almost two weeks of light air, 'Spellbound' started hitting 15s on the spinnaker reaches.

finally went 'pop'. She'd been repaired in the Pacific and Indian Oceans, but this was terminal. After nearly two decades of service she would close out her career in a Barbados dumpster.

Other than a couple of 200-mile days, Nalu's crossing was like almost all the other boats; uneventful except for whales and socializing on the radio. Two ARC entrants struck sleeping whales at night, and many other boats, Spellbound and Nalu included, saw numerous others. According to Jimmy Cornell, everybody who did the ARC knows that the whale killing moratoriums have been successful.

Actually, the most eventful and entertaining part of the crossing for the 50 boats with SSB radios was the radio net held twice each day. The morning net mainly provided weather information and positions. The afternoon net became more of a chit-chat session that many of the participants — including Cornell, Nalu and Spellbound — emphatically proclaimed was the highlight of the ARC. While Diana Jessie, Lura Francis and Roy Butler had turns as net control, Don Amesbury eventually took over and really livened things up by getting a limerick contest rolling in high gear. Soon scores of ARC boats were participating. A sample from Ocean Venture:

There was a young sailor in the ARC  
Who fell in love with a shark  
But settled instead  
For two days in bed  
With a rather sweet bosun from Sark.

**P**ushed by a determined crew, benefitting from savvy strategy and some



A fractional-rigged speedster tries to hang in with 'Spellbound' just after the Las Palmas start.

good luck, Nalu was the eighth boat across the finish line — and the first that hadn't resorted to motoring. To appreciate their outstanding performance, you have to realize that the second boat finished nearly seven hours back and the third boat was four days behind! It wasn't a fluke, as several years before Nalu had taken the Darwin to Ambon Race in record time.

Finishing any 2,700 mile ocean crossing is a joyful occasion, but this was special. "The early arrivals in Barbados were treated to a party by the Cunard Line at one of their elegant beach resorts," wrote Diana Green Jessie. "The local distillery presented each arriving yacht with a bottle of rum, a loaf of bread, a bag of ice and a box of laundry soap. It certainly was a well-thought out welcome basket, as all items disappeared almost immediately."

And that was just the beginning. "Daily entertainment by steel bands continued the party atmosphere. Local entertainers — including fire-eaters, dancers and singers — were interspersed with the bands. The final event was the presentation of trophies, with recognition for the first boat to cross the start, the last boat to arrive, the biggest fish caught, the 100th boat, the most beautiful boat, the first couple to finish, the first boat with children under 16, with adults over 60 and so on. It really showed the rally aspect of ARC. In addition, there were trophies to

# ATLANTIC HIGHS AND LOWS

all class and division winners."

The goofy nature of the ARC was best evidenced by the fact that the *Yachting World* trophy for line honors, the second most prestigious in the Rally, went to the Dutch motorsailor *Vela* — which had motored 12 of the 17 days she took to cross! The only reason she stopped motoring was that her engine conked out. In a comical turn of events, the lumbering

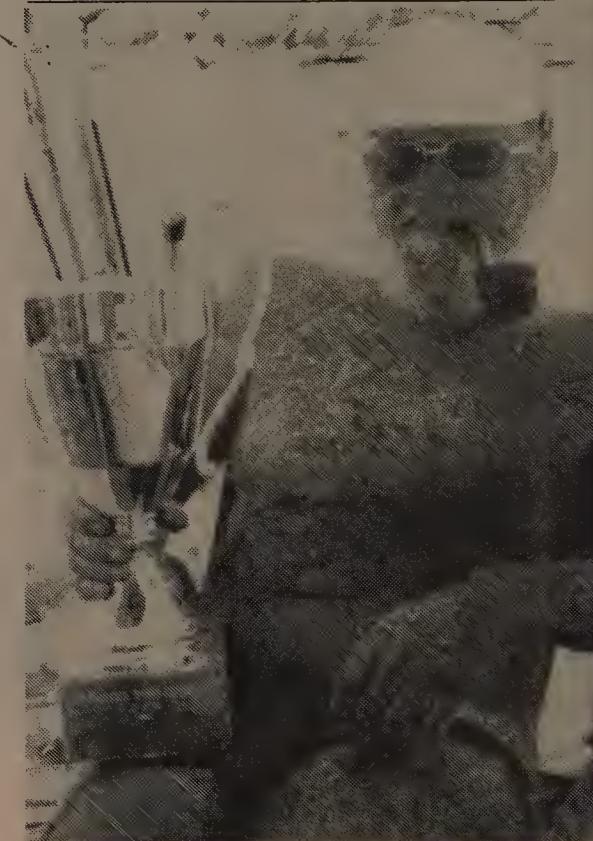
honors, went to *Brilina III* a Swan 38 from England. Also noteworthy, *Andiamo*, a Deauport 62 owned by Maurice Laboz of the United States, corrected out first in Class A. *Spirit of the Deep*, a flush-deck 48-foot racer, took corrected time honors in the racing division (despite being thrashed on elapsed time by the much older 48-ft *Nalu*).

**F**inishing several days after the official end of the Rally in what had been their slowest ocean crossing ever, the Francis' expected to arrive at an empty quay. No way. "A dinghy full of people waving flashing lights and cheering us came alongside. It was Diana and Jim, who put a big basket of goodies and a very cold bottle of Spanish champagne in our cockpit. Jimmy Cornell had to catch his plane to London, but before he left we heard him call Barbados Customs to make special arrangements for us to be cleared in. We ghosted past the 25 to 30 ARC boats still there, and they rang bells, blew horns and cheered for the final boat. We were impressed! We'd missed all the planned reception festivities, but probably got the best one of all." It was days before officials and friends stopped dropping by with gifts or to see if the Francis' needed anything.

Of the three Northern California skippers, only *Spellbound*'s Jim Hill said he would do the ARC again. "Given the circumstances, he said, "Cornell and his dedicated volunteers did a darn good job and were responsive to everyone's needs." Interestingly enough, Hill is a part-time cruiser, escaping to his boat whenever he and some family members can get away

from stateside obligations. No doubt the built-in structure of the rally, such as it was, had some appeal to him.

Full-time cruisers who are confident in their boats and abilities, both the Jessies



After years of crewing across oceans on other skipper's boats, Jessie has been kicking butt from Bali to Barbados with 'Nalu'.

and the Francis' said they had terrific fun doing the ARC. Yet they wouldn't do it again. The Rally was too 'cruisy' for the Jessies and 'too racy' for the Francis'. And overpriced for both. Which is not to say they don't heartily recommend it to those for whom it was conceived: less experienced cruisers intimidated by a long ocean crossing.

— latitude

## Classy Classifieds

Personal Ad: \$20.00

Business Ad: \$35.00

**DEADLINE:** The 18th of each month  
prior to publication — even on weekend or holiday.  
Payment must accompany ad.

P.O. Box 1678, Sausalito, CA 94966

# ANOTHER SEASON IN THE **CARIBBEAN!**

(MEXICO TRIP CANCELLED)

*Big O*

**ANTIGUA RACE  
WEEK/ST. BARTS**

*Four Berths Open.  
Call Now!*



## **BIG O SCHEDULE**

**MAR.-MAY:** Antigua/St. Martin

**MAY-JULY:** British Virgins

**AUG.-OCT.:** Hauled Out

**NOV.-DEC.:** British Virgins

**JAN.-APRIL:** Antigua/St. Martin

Economy Charter \$3,950/wk for 6\*

Deluxe Charter \$5,950/wk for 6\*

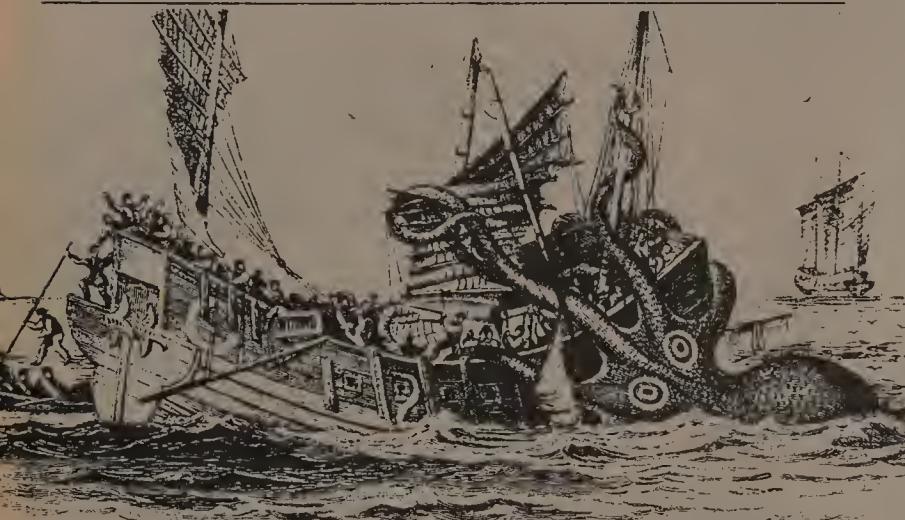
\*Price for Latitude Readers Only

## *Latitude 38 Adventure Charters*

P.O. Box 1678 • Sausalito, CA 94966 • (415) 383-8200

# 1990 RACING

Boy are you guys lucky. Time was, if you wanted to vent your competitive urges on the water, you already had to be good at stuff like swordfighting, ducking cannonballs, and raping and pillaging towns. Nothing like a good fight to the death with cutlasses to take out those aggressions after a rough week at the office. What racing there was usually in pursuit of some fat, slow Spanish galleon that couldn't get out of its own way anyway. We have to think, though, that the prospect of torture and certain death for the Spanish crew made for some pretty impressive tacking duels while they lasted.



**In the old days, even cleaning marine growth off the bottom was hazardous duty.**

How far we've come. Today, winch handles have replaced swords; the brutality is mostly self-inflicted bumps and bruises; and the sailing itself has taken center stage. It's probably just as well — we've always been allergic to flying lead.

Responses for this first Crew List of 1990 were up dramatically from last year. In fact, the number of people wanting to crew in both men's and women's categories virtually doubled. After an intense week of talks with world and national leaders, we've concluded this upsurge is indeed the long-awaited nucleus of a movement unprecedented in sailing history; a growth and restructuring so huge it will likely be felt for generations. Once this baby goes to seed, look in the coming months for the balancing of the federal budget, world peace, a cure for the common cold and regular interplanetary space travel.

Then again, maybe the reason more people signed up is because racing sailboats is fun.

Whatever the reason, we're glad you're here — even those of you whose names didn't quite make it onto these pages. That's right: you don't have to be listed here to use the Crew List. All we ask is that you observe the etiquette outlined later — and that you read and acknowledge the disclaimer in the gray box at the top of the page. In fact, we'd just as soon you do it now. Go ahead, we'll stay right here 'til you get back.

Done? Great. Let's get to it.

Here's how you go about using the Crew List. First, you find your own name if you're one of those who responded to the Crew List announcement in the January issue by sending in a completed Crew List form. The reason you need to know the location of your name — other than so you can show your mom — is the Crew List Party. By pointing out your name to our cheerful doorpersons, you get in free. Those of you who aren't listed will be swiftly removed by large, surly ex-wrestlers we've hired to hurt people.

Just kidding. Just kidding. Seriously, the Crew List Party is open to everybody: racers, cruisers, daysailors, co-charterers, new sailors, old sailors, non-sailors — we don't care! The more the merrier. If you're not on the List, though, there is a small admission charge: \$1 if you're a boat owner looking for crew and \$5 for everybody else. We figure

The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude does not make or imply any guarantee, warranty or recommendation in regard to the character

you boat owners have to spend enough as it is.

The 1990 Racing/Cruising/Daysailing/Co-Chartering Crew List Party is scheduled for April 12 at the Corinthian YC. Hours are from 6 to 9 p.m. We usually provide some sort of munchables, which go pretty fast. The club will provide a no-host bar. And yes, there will be a limited supply of T-shirts, which we'll hand out at random.

After you've found your name, the next step is to find the heading that's counterpart to the one you're in. In other words, if you're looking for a boat upon which to race, go to "Men Looking for Racing Crew." (No women skippers signed up this year.) Then, using the "Code" boxes, go through the listings until you find someone whose desires seem compatible with yours.

Call up that person for more details on what you're both after. If you anticipate making or receiving a lot of calls — girls, are you listening? — it's sometimes handy to xerox a list of questions so you can just grab a fresh sheet every time. Leave plenty of room for scribbling.

If you like what you hear, arrange to meet. This could be over lunch, at the Crew List Party — or hey, what an idea, arrange to go on an afternoon sail together. If things work out, bingo! — you're set for a fun season of racing. If not, well, keep on calling. With a little persistence — and since your counterparts on those other lists will likely also be trying to call you — the chances of you doing exactly the kind of racing you want this season are almost assured.

Well, that's about it. You Crew List vets can just dive on in. For those of you new to the Crew List, here are a few observations and suggestions to ease you through:

1. Don't be disappointed if the first two or three calls don't work out. Putting together a competent, compatible racing crew — especially one that can commit to a whole YRA season — is one of the most difficult jobs a skipper can undertake. Comparatively, hurtling out of control through the fleet at 15 knots with broken steering cables and a jammed spinnaker halyard is a piece of cake. (Well, okay, at 12 knots.) So both skippers and potential crews have to be a little more selective than, say, a boat owner who's agreed to take people out daysailing. A corollary of this is that a member of a racing crew has to make a real commitment up front to show up on time and in working order for races and practice sessions — or call well ahead if he or she can't make it. We're not getting down on anybody or misdirecting priorities: first and foremost, racing should be fun. It's just more fun when you win.

2. Make your calls only during the day or early evening. You will not score big points if you call before 7 a.m., after 10 p.m., or an hour before the first race.

3. Be honest. In sailing, if you don't know what you're talking about, someone who does can recognize it instantly.

4. The reason most women are listed by first name only is because we recommended it. The reason we recommended it is so they can retain a measure of anonymity. From past experience, it's a safe bet that the women listed here will get many, many more calls than equally or even more skilled men. Most of the calls will be legitimate inquiries from folks interested in having a woman sailor aboard. Some will be weird calls of the type that women have had to deal with since Al Bell invented the telephone. Just for the record, most women we've asked about it said they had minimal problems with the weird faction.

of any of the individuals who participate in the Crew List, or the condition of the boats or equipment. You must judge those things for yourself.

(If you don't know what we're talking about: no, sex is not required to crew on a boat.) Once the wheat gets separated from the chaff most women Crew Listees have gone on to race very productive seasons.

5. "The older the violin, the sweeter the music," is a rebuttal we use often these days when people tease us about entering our fourth decade. While we may not be as quick, as strong or as willing to charge onto a plunging foredeck as we once were, we make up for it (or so we tell ourselves) by being better at reading the current, squeezing extra fractions out of the knotmeter, and many other things that we weren't so good at before. In other words, the wisdom of age is just as important on a racing boat as the hard bodies of youth.

6. Read and acknowledge the disclaimer at the top of this page at least one more time before you pick up the phone. All we do is print names and phone numbers. From here on out, you're on your own.

We thank those of you taking part in the 1990 Racing Crew List for helping make this one of our most successful regular features. And a lot of other people's, too. We've seen spinoffs in yacht clubs, sailing clubs, fleet newsletters, even other magazines — all of which we consider the sincerest form of flattery. We encourage more. We don't care where or how it happens, we just want to see more folks out on the water. Anything that does that rings our bell.

Before we call it a wrap, we want to assure Crew Listers that we will be doing some modifications to the "Experience" categories for next year; and we will include the Santa Cruz/Monterey areas in separate listings. Thanks for the suggestions.

Next month, the limelight hits the smell-the-roses crowd in our 1990 Cruising/Daysailing/Co-Chartering Crew List. Until then, keep the floppy side up and the slimy side down. And for gosh sakes, don't try that cutlass thing on the new rug.

— latitude/jr

## RACE BOATS LOOKING FOR CREW

### MEN LOOKING FOR RACING CREW

|  |                               |
|--|-------------------------------|
| Tom Carlson, E: (415) 365-1908, 507 Upton St., Redwood City, CA 94062, J-35 ...  | plans 1b,c/wants 1,2/for 2.   |
| Lutz & Carl Bergman, 60/37, (415) 343-0390, 1175 San Raymundo Rd., Hillsborough, CA 94010, C&C 33 ...                  | plans 1a,c,d/wants 2/for 1,2. |
| Mark, (415) 863-2251, San Francisco, 14-ft FJ ...  | plans 1/wants 1/for 2.        |
| Jon & Matt Carter, 29/30, (408) 354-6023 & 358-3095, 66 Ellenwood Avenue, Los Gatos, CA 95030, Frers F-3 36-ft LOA ... | plans 1e, 2/wants 2/for 3.    |
| David Benefiel, 40, (415) 381-1832, 216 LaVerne Avenue, Mill Valley, CA 94941, Santana 35 ...                          | plans 1b/wants 2/for 2.       |
| Tom Hoynes, 40, (415) 522-1968, 1535 Buena Vista Avenue, Alameda, CA 94501 ...   | plans 3/wants 1/for 2.        |
| Tim Blair, 34, 232-6114, 1723 Bueno Vista, San Pablo, Haida 26/Islander 34 ...   | plans 1a/wants 2/for 1.       |
| David Demarest, 38, (415) 485-0789, 10 Elford Street, San Rafael, CA 94901, Santana 22 ...                             | plans 1b,c,d/wants 2/for 2.   |
| Duk Linehan, 45, (415) 967-5249, 366 Sierra Vista, #7, Mtn. View, CA 94043, Catalina 30 ...                            | plans 1a, d/wants 1/for 2.    |

|  |                               |
|--|-------------------------------|
| Steve Kimmey, 40, (415) 595-3168, 2002 Belle Monti Avenue, Belmont, CA 94002, C&C 35 ...               | plans 1a, c/wants 1,2/for 2.  |
| Wilt Wong, 39, (415) 595-4835, 2209 Hastings Dr, #50, Belmont, CA 94002, Olson 911S 30-ft ...          | plans 2/wants 2/for 2.        |
| Peter Bennett, 49, (415) 284-2002, 408 Donald Dr., Moraga, CA 94556, C&C 38 ...                        | plans 1c,4/wants 3/for 3.     |
| Jerry Oison, 49, (415) 952-8588, 291 Harbor Wy, S. San Francisco, CA, Cal 2-27 ...                     | plans 1b,e/wants 1/for 3.     |
| Craig Sharro, 39, (415) 775-7080, 2627 Broderick, San Francisco, CA 94123, Davidson 44, "Infrared" ... | plans 1a,d,2/wants 2,3/for 2. |

## "WANT CREW" CODE

### I/WE PLAN TO RACE

- 1) Bay
  - a) Handicap
  - b) One design
  - c) YRA season
  - d) Specialty events and/or occasional YRA
  - e) Anything and everything
- 2) Ocean
- 3) 1990 Pacific Cup
- 4) Catalina Race
- 5) Mexican Race(s)

### I/WE WANT CREW

- 1) That will consistently put out 100% for the chance to get experience, and won't complain when cold, wet, bruised or scared silly.
- 2) With at least one full season of racing experience.
- 3) With more than three years experience.

### I/WE RACE

- 1) Beer cans casually for relaxation.
- 2) Pretty seriously. Why else make the effort?
- 3) Very seriously. I don't like to lose.

|  |                                   |
|--|-----------------------------------|
| L. Marovelli, 39, (415) 334-1387, San Francisco, Pretorian 35 ...  | plans 1d,2,4/wants 2/for 2.       |
| Paul Zupan, 31, (415) 331-0812, P.O. Box 1774, Sausalito, CA 94966, Bear 23 ...  | plans 1b,d/wants 1/for 2.         |
| Gordon Cox, 45, (916) 756-7273, 5510 Taft Ave Oakland CA 94618, Centurion 42 ...   | plans 1a,d/wants 2/for 2.         |
| Mario Wijtman, 32, (415) 366-2972, Redwood City, Olson 25 ...  | plans 1b,d/wants 3/for 2.         |
| John Siegel, 44, (408) 429-1423, Hawkfarm ...  | plans 1b,c/wants 1/for 2.         |
| David E. Sailows, 40, (408) 988-6847, 3400 Bassett St., Santa Clara, CA 95054, Beneteau First 42 ...                             | plans 1a,e,2,4/wants 1,2,3/for 2. |
| Bob A. Dries, 45, (415) 864-8522, 1250 Masonic Ave., San Francisco, CA 94117, Columbia 36 ...                                    | plans 1a,c/wants 2/for 2.         |
| Bob Hickey & Jim Turner, 45/41, (408) 279-3510/226-7927, 72 So. 12th St., San Jose, CA 95112, C&C 30-ft ...                      | plans 1c,2,4/wants 1,2/for 2.     |
| Ricky Maialise, 37, (415) 339-6055, Emery Cove Marina #G11, 3300 Powell St., Emeryville, CA 94608, 30 ton Colin Archer 46-ft ... | plans 1d,e/wants 1/for 1,2.       |
| Harry Allen, 50, (415) 388-6531, Express 27 ...  | plans 1b,d,2/wants 1,2,3/for 1,2. |

## COUPLES LOOKING FOR RACING CREW

|  |   |
|--|---|
| Joseph & Carol Melino, 50/45, (408) 268-0833, Ste 1300, 4 No. 2nd St., San Jose, CA 95113-Attn: Joseph, Beneteau First 305 ... | plans 1a,c/wants 1,2/for 2.               |
| Randy & Ann Broman, 47, (415) 552-6246, 60 Pierce St., San Francisco, CA 94117, Tartan Ten 33-ft ...                           | plans 1a,c/wants 2/for 2.                 |
| Curtis King & Femie Doodeman, 37/47, 563-1896, 66 Cleary Ct., #1207, San Francisco, CA, T-Bird 26-ft ...                       | plans 1a,b,c,d,e,2/wants 1,2,3/for 1,2,3. |
| Dave & Jackie Liggett, 40ish, (408) 867-7998, 18656 Vessing Ct., Saratoga, CA 95070, Peterson 40 "Jackrabbit" ...              | plans 1a,c,4/wants 2/for 3.               |
| Patricia & Hugh Owens, 55, (415) 454-2814, 27 Rollingwood Dr., San Rafael, CA 94901, 33-ft LOA IOD class sloop ...             | plans 1a,b/wants 3/for 1,2.               |

# 1990 RACING

## CREW LOOKING FOR RACING BOATS

### MEN TO CREW ON A RACING BOAT

Gregg Sullivan, 33, (408) 293-8952, 760 E. San Carlos, San Jose, CA 95112 ..... wants 2,5/prefers 2/exp 2/will 1,2,4,5,6.  
Rick Gordon, 49, (415) 283-7363 ..... wants 3,4/prefers 2,4/exp 1/will 1,2,4,6.  
Scott Alexander, 40+, E: (415) 454-9233 / Ans. Service (415) 457-9400, 906-B Sir Francis Drake Blvd., Kentfield, CA 94904 ... wants 1,2/prefers 1,2/exp 1/will 1,2,3,6.  
John McLeod, 35, (415) 381-1335, 642 Amaranth Blvd., Mill Valley, CA 94941 ..... wants 1,2/prefers 1,2/exp 2/will 1,2,3,5,6.  
Robert Penoyer, 24, (415) 548-1106, 2414 Carleton St., Berkeley, CA 94704 ..... wants 2,4,5/prefers 1,2,4/exp 2/will 1,2,3,5,6.  
Bob McPeek, 47, (408) 867-5081, P.O. Box 2805, Saratoga, CA 95070 ..... wants 2,3/prefers 1,2/exp 2/will 1,2,6.  
Steven Eldred, 29, (415) 943-1691, 1630 N. Main Street, #109, Walnut Creek, CA 94596 ..... wants 1,2,4/prefers 2/exp 2/will 3,5,6.  
John Chille, 42, (408) 354-3182, 17330 Roberts Rd., Los Gatos, CA 95030 ..... wants 1/prefers 1,3/exp 2/will 1,2,3,4,6.  
Ray McIntosh, 44, (408) 243-8338, 3703 Hillsdale Ct., Santa Clara, CA 95051 ..... wants 1,2,4/prefers 1,2,4/exp 2/will 1,2,3.  
Stuart Bacon, 64, (415) 485-1816, 1330 Lincoln Ave. #208, San Rafael, CA 94901 ..... wants 1,2,4/prefers 2/exp 1/will 1,2,4.  
Mike Arrajj, 40, (415) 921-8910, 1550 Grove St., San Francisco, CA 94117 ..... wants 1,2,4,5/prefers 1,2/exp 3/will 3,6.  
Craig Haggart, 35, (408) 739-1904, Box 61171, Sunnyvale, CA 94088 ..... wants 3/prefers 2/exp 2/will \*  
Marty Burks, 31, H: (415) 443-6358 W: 971-2884, 4305 Claremont Wy, Livermore, CA ..... 1,2,3,4,5/prefers 2/exp 3/will 1,3,4,5,6.  
Bruce Roseman, 27, (408) 458-3725, 323 S. Branciforte Avenue, Santa Cruz, CA 95062 ..... wants 1,2,3,4,5/prefers 1,2/exp 1/will 1,3.  
Vince Alaimo, 59, (408) 945-8921, 574 Bayview Park Dr., Milpitas, CA 95035 ..... wants 1,2,3,4,5/prefers 2/exp 1/will 6.  
Robert Buckley, 43, (415) 726-5436, 465 Laurel Ave., Half Moon Bay, CA 94019 ..... wants 1,2/prefers 1,2/exp 1/will 1.  
Stephen Ware, 35, (415) 763-3611, P.O. Box 278, Oakland, CA 94604 ..... wants 1,2,3,4,5/prefers 2/exp 3/will 3,5,6.  
Len Tiemann, 53, (415) 792-1539 ..... wants 1,2/prefers 2/exp 3/will 4.  
Michael Moore, 27, (415) 991-2614, 187 School Street, #101, Daly City, CA 94014 ..... wants 1,2,4/prefers 1,2,3/exp 2/will 1,2,6.  
Mark Sutton, 35, (415) 863-2251, San Francisco ..... wants 1,2,4/prefers 1,2/exp 2/will 1,2,3,4,5,6.  
Glen Garfein, 32, (415) 689-8217, 4456 Birch Bark Rd., Concord, CA 94521 ..... wants 1,2,3,4,5/prefers 2/exp 3/will 1,3,4,5,6.  
Chris Halloran, 30, (415) 474-9869, 1101 Green St., #1201, San Francisco, CA 94109 ..... wants 1,2,3,4,5/prefers 2/exp 1/will 1,2,3,7,6.  
Mike Long, 33, (707) 573-1111/823-8043, 1260 N. Dutton, #210, Santa Rosa, CA 95401 ..... wants 1,2,3,4,5/prefers 1,2,4/exp 2/will 1,2,3,4,5,6.  
Kenny Marshall, 35, (707) 875-3136/573-1111, 1260 N. Dutton #210, Santa Rosa, CA 95401 ..... wants 1,2,3,4,5/prefers 1,2,4/exp 2/will 1,2,3,4,5,6.  
Rick Probst, 35, (415) 331-2655, P.O. Box 2070, Sausalito, CA 94966 ..... wants 1,2/prefers 1,2/exp 2/will 1,3.  
Walter Bruszewski, 43, (415) 648-6518, 2058 - 20th St., San Francisco CA 94107 ..... wants 1,2,3,4/prefers 2,3,4/exp 2/will 3,5,6.  
Tom Kirsch, 27, (415) 571-0361 W: 872-5548, 788 Edgewater Blvd., #209, Foster City, CA ..... wants 1,2,3,4/prefers 2/exp 2/will 1,3,5,6.  
Brian O'Meara, 26, (415) 567-6743, 1410 Taylor St., #5, San Francisco, CA 94133 ..... wants 1,2,3,4,5/prefers 2/exp 2,3/will 1,5,6.  
Marv, 39, (415) 334-1387, S.F. ..... wants 3,4,5/prefers 2/exp 3/will 1,2,4,5,6.  
Michael Clesleksi, 34, (503) 687-9329, 1758 Sweetbriar Ln., Eugene, OR 97405 ..... wants 2,3,4,5/prefers 1,2/exp 1/will 1,3,6.  
Ben Amyes, 28, (408) 479-4719, P.O. Box 8207, Santa Cruz, CA 95062 ..... wants 1,2/prefers 1,2/exp 2/will 3.  
Alex Sinton, 22, (415) 221-8125, 536 Balboa, San Francisco, CA 94118 ..... wants 1,2,3,4/prefers 1,2,4/exp 1/will 3,6.  
Ed Goffaux, 54, (916) 687-6333, 9828 Colony Rd., Wilton, CA ..... wants 3,4,5/prefers 2/exp 2/will 1,2,6.  
Michael Creedon, 37, (415) 664-1035, 1322 - 21st Ave., San Francisco, CA 94122 ..... wants 1,2,3,4/prefers 2/exp 1/will 1,2,6.  
Robert S. Bea, 25, (415) 376-9068, 60 Shuey Dr., Moraga, CA 94556 ..... wants 1,2,3,4/prefers 1,2,4/exp 1/will 1,2,3,6.  
Tim Renwick, 28, (408) 980-4558, 3426 Antonacci Ct., San Jose, CA 95148 ..... wants 1,4/prefers 2/exp 2/will 3,5.  
Bryan Karcher, 26, (408) 867-6544, 14622 Granite Way, Saratoga, CA 95070 ..... want 1,2/prefers 1,2/exp 2/will 3,6.

Scott Kuhn, 31, W: (415) 332-6262 H: (415) 389-8806, 109 Laverne Avenue, Mill Valley CA 94941 ..... wants 1,2,3,4,5/prefers 2/exp 2/will 1,2,3,6.  
Robert VanBuskirk, 36, (415) 673-4690, P.O. Box 571, Mill Valley, CA 94941 ..... wants 1,2,3,4/prefers 2/exp 2/will 1,2,3,5,6.  
Paul Zupan, 31, (415) 331-0812, P.O. Box 1774, Sausalito, CA 94966 ..... wants 1,2,3,4/prefers 1,3/exp 2/will 3,5.  
Michael Patz, 30, (408) 247-5414, 1035 Aster Ave., Sunnyvale, CA 94086 ..... wants 1/prefers 1,2/exp 1/will 1,2,3.  
James Mello, 32, (408) 479-4148, P.O. Box #432, Aptos, CA 95001 ..... wants 1,2,3/prefers 2/exp 2/will 3.  
Bruce Todd, 38, 398-0869, P.O. Box 190934, San Francisco, CA 94119 ..... wants 1,2,4/prefers 2/exp 1/will 1,5,6.  
Alan Klee, 36, (916) 487-0188, P.O. Box 191071, Sacramento, Ca 95819 ..... wants 1,2,4/prefers 1,2/exp 2/will 1,3,5,6.  
Phillip Lowe, 31, W: (415) 393-2695, 1685 San Lorenzo, Berkeley, CA 94707 ..... wants 1,2/prefers 2/exp 1-2/will 1,3,6.  
Greg McGee, 39, (415) 621-1881, 1235 Waller, #11, San Francisco, CA 94117 ..... wants 1,2/prefers 2,4/exp 1/will 1,3,5,6.  
David Langerman, 37, (707) 763-1376 W: (415) 454-1460 ext. 2460, 1309 Marian Way, Petaluma, CA 94954 ..... wants 1,2?/prefers 1,2/exp 1/will 1,3.  
Peter Gabriele, 42, (415) 443-9029, 420 Harding Ave., Livermore, CA 94550 ..... wants 1,2,3,4/prefers 2/exp 2/will 1,6.  
Bob Hawkins, 47, (707) 763-2786, P.O. Box 750186, Petaluma, CA 94975 ..... wants 1,2/prefers 1,2/exp 2/will 1,2,6.  
Charles H. Bohlen, 29, (415) 291-8545, 1601 Grant Ave., #1-C, San Francisco, CA 94133 ..... wants 1/prefers 1,2/exp 1/will 1,3,6.  
Frank Lossy, 49+, (415) 527-3893, 96 Highland Blvd., Berkeley, CA 94708 ..... wants 1/prefers 1,2/exp 3/will 1,2,4,6.  
Dan Duman, 28, (415) 538-5388, P.O. Box 3728, Hayward, CA 94540 ..... wants 1,2/exp 2/will 1,2,3,6.

## "TO CREW" CODE

### I/WE WANT TO RACE

- 1) Bay
- 2) Ocean
- 3) Pacific Cup (July)
- 4) Catalina Race (July)
- 5) Mexico (November)

### I/WE PREFER

- 1) Boats under 30 feet
- 2) Boats over 30 feet
- 3) Dinghies
- 4) Multihulls

### MY/OUR EXPERIENCE IS

- 1) Little, less than one full season on the Bay
- 2) Moderate, two full seasons or more, some ocean
- 3) Mucho, years and years, bunch of ocean

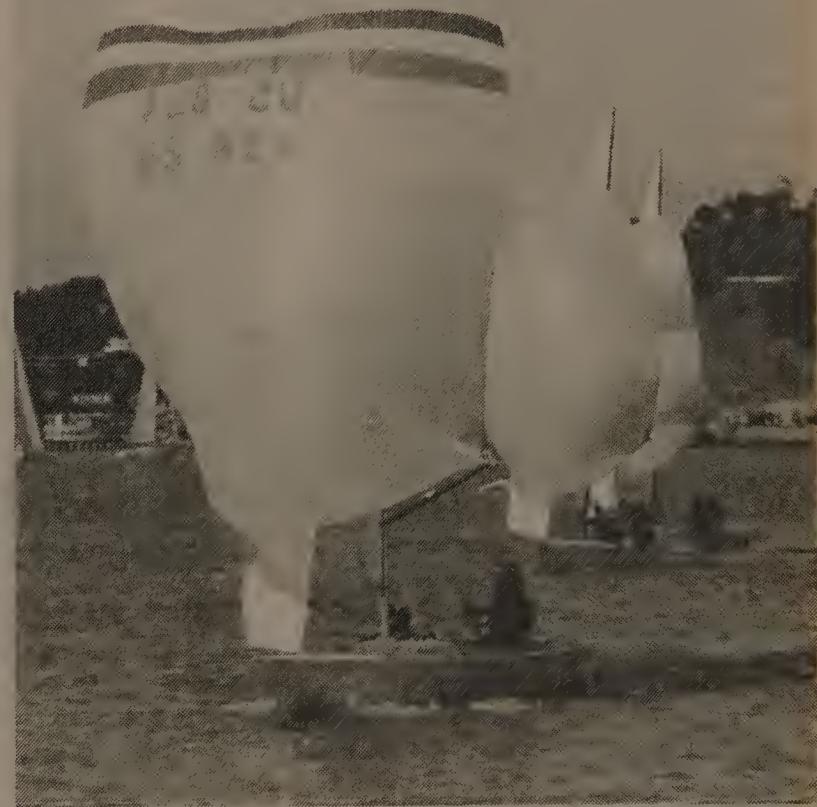
### I/WE WILL

- 1) Help with the bottom, do maintenance — anything!
- 2) Play boat administrator, go-fer
- 3) Go to the masthead to retrieve the halyard at sea
- 4) Navigate, I've got lots of experience
- 5) Do foredeck, I've got lots of experience
- 6) Do grinding, I've got muscle

Doug Workmaster, 27, (415) 255-7844, 4096 - 18th St., #35, San Francisco, CA 94114 ..... wants 1,2,5/prefers 1,2,4/exp 1/will 3,6\*  
Ron Raffensperger, 39, W: (408) 986-5352, 465 Summit Springs Rd, Woodside, CA 94062 ..... wants 1,2/prefers 2/exp 1/will 1.  
Mike Heiner, 31, (415) 868-1720, P.O. Box 276, Bolinas, CA 94924 ..... wants 3,4/prefers 2/exp 3/will 1,2,3,5,6.

**Keith Rarick**, 26, (408) 245-2753, 22445 Linda Ann Ct., Cupertino, CA 95014 ..... wants 1,2,3,4/prefers 1,2/exp 2/will 1,2,3,6.  
**Kevin Spala**, 27, (415) 339-3823, 6207 Snake Rd., Oakland, CA 94611 ..... wants 1,2/prefers 1,2/exp 1/will 1,2,3.  
**Dean Dietrich**, 47, (415) 928-3680, 2030 Broadway, #6, San Francisco, CA 94115 ..... wants 1,2,3,4/prefers 2/exp 3/will 2,3,4,6.  
**Eino Rich Niemi**, 54, (415) 785-7743, 986 Fall River Dr., Hayward, CA 94544 ..... wants 1,2/prefers 1,2/exp 2/will 1,5,6.  
**Duane Buschow**, 45, (415) 883-0602, 204 Caribe Isle, Novato, CA 94949 ..... wants 1,2/prefers 1,2/exp 1/will 1,6.  
**Jeffrey Gould**, 30, W: (415) 543-6868, 140 Bluxome St., San Francisco, CA 94107 ..... wants 1,2/prefers 1,2/exp 3/will 1,3,5.  
**Michael R. Butler**, 29, (415) 846-4628, 3831 Pirot Ct., Pleasanton, CA 94566 ..... wants 1,2/prefers 1,2/exp 3/will 3,5,6.  
**Bob Day**, 28, (408) 972-5376, 350 Los Pinos Wy., San Jose, CA 95123 ..... wants 1,2/prefers 1,2/exp 1/will 3.  
**John Diamante**, 46, (415) 777-5299, 44 Wray, Sausalito, CA 94965 ..... wants 1,2/prefers 1,2/exp 1/will 1,2,3,5,6.  
**Ron M. DeBlasi**, 39, 686-0422, 2164 Greenbrier St., Concord, CA 94520 ..... wants 1/prefers 2/exp 2/will 1,2,3,4,5,6.  
**Greg Sanborn**, 28, (415) 525-4961, 1756 Vine St., Berkeley, CA 94703 ..... wants 1,2,3,4,5/prefers 1,2,3,4/exp 1/will 1,2,3,6.  
**Rick Kreps**, 39, (415) 654-1272, 1137 Rose Ave., Piedmont, CA 94611 ..... wants 1,2,4/prefers 1,2/exp 2/will 1,2,3,6.  
**Barton Quayle**, 26, (408) 738-4919, 330 N. Mathilda Avenue, 604, Sunnyvale, CA 94086 ..... wants 1/prefers 1,2/exp 1/will 2,3,5.  
**Nell A. McManus**, 39, (808) 826-6648, P.O. Box 715, Hanalei, HI 96714 ..... wants 2,3/prefers 2,4/exp 3/will 3,4,5,6.  
**Dan Rauchle**, 27, (415) 771-0347, 888 O'Farrell St., W1215, San Francisco, CA 94109 ..... wants 1,2/prefers 1,2/exp 2/will 1,2,3,5,6.  
**Chet Abend**, 50+, (415) 321-9394, 726 Homer Ave., Palo Alto, CA 94301 ..... wants 1,2,3,4,5/prefers 2/exp 3/will 1,2,5,6.  
**Pierre Brouillet**, 36, (415) 227-0502, 865 Market #152, San Francisco, CA 94103 ..... wants 1,2,3,4,5/prefers 2,4/exp 3/will 4,5.  
**Scott Hamm**, 38, (916) 542-3159, P.O. Box 14520, So. Lake Tahoe, CA 95702 ..... wants 3,4/prefers 2/exp 2/will 1,2,3,5.  
**Mark Winberg**, 32, (916) 542-2006, P.O. Box 1587, 1141 Juniper, So. Lake Tahoe, CA 95705 ..... wants 3,4,5/prefers 2/exp 2/will 1,2,5.  
**G. Eric Ferguson**, 40, (415) 798-5363, 1790 Ellis #35, Concord, CA 94520 ..... wants 1/prefers 1,2,3/exp 1.

**Sue Winslow**, 38, (415) 322-3532, 2296 Pulgas Ave., E. Palo Alto, CA 94303 ..... wants 1/prefers 1,2/exp 1/will 1,6.  
**Gail Jacuzzi**, 30, (408) 756-5972, P.O. Box 2308, Sunnyvale, CA 94087 ..... wants 1,2,3,4,5/prefers 1,2,3/exp 1/will 1,2,3,4,5,6.  
**Jeannine Fowler**, (408) 279-8681 ..... wants 1/prefers 1,2/exp 1/will 3.  
**Tricia**, 44, (408) 438-8301, Scotts Valley ..... wants 1,5/prefers 1,2/exp 1/will 1,2,3.  
**Rebecca**, 29, P.O. Box 217, San Anselmo, CA 94960 ..... wants 1/prefers 2/exp 1/will 1,2,6.



## WOMEN TO CREW ON A RACING BOAT

**Alexandra Dixon**, 34, (415) 563-3036, C/O: Yale Club of S.F., 465 California #523, San Francisco, CA 94104 ..... wants 1,2,3,4,5/prefers 1,2,3/exp 1/will 1,2,3,4.  
**Linda**, 41, (415) 883-1676, 1003 Green Oak Dr., #34, Novato, CA 94949 ..... wants 1/prefers 2/exp 1,2/will 1,2,6.  
**Trina Merriman**, 41, (415) 759-1916, 431-A Belvedere Street, San Francisco, CA 94117 ..... wants 1,2/prefers 1,2/exp 1/will 2,3.  
**Andree Jackson**, 31, (415) 368-5169, 23 Austin Ave., Atherton, CA 94027 ..... wants 1,2,4/prefers 1,2/exp 2/will 1.  
**Julla**, 36, (415) 839-6660 ..... wants 1,4/prefers 1,2/exp 2/will 1,2,3,5,6.  
**Beverly Barth**, (415) 381-1117, 617 Eucalyptus Way, Mill Valley, CA 94941 ..... wants 1,2,3,5/prefers 1,2,3/exp 3/will 2,5.  
**Donna T. Iuppa**, 34, (415) 337-6139, 227 Vidal Dr., San Francisco, CA 94132 ..... wants 3,4/prefers 2/exp 3/will 1,2,3,4,5.  
**Kat Buckner**, 29, (415) 964-0496, 612-C Sierra Vista, Mtn. View, CA 94043 ..... wants 1/prefers 2/exp 1/will 1.  
**Carol Wright**, 33, (408) 725-8117, P.O. Box 4177, Hayward, CA 94540 ..... wants 1/prefers 1,2/exp 1/will 1,2,3.  
**Rebecca**, 36, (415) 829-4647, P.O. Box 2675, Dublin, CA 94568 ..... wants 1,2/prefers 1,2/exp 2/will 1,2.  
**Ava Hughes**, 26, (415) 991-2614 ..... wants 1/prefers 1,2/exp 2/will 1,2,6.  
**Jill**, 36, Msg: (707) 546-0536/M-F (415) 332-4681, 5126 Hall Rd., Santa Rosa, CA 95401 ..... wants 1,2,3,4,5/prefers 1,2/exp 1,2/will 1,2,3.  
**Joni Monnich**, 32, (415) 865-9195, 748B Pacific Ave., Alameda, CA 94501 ..... wants 1,2/prefers 1,2/exp 1/will 1,2,3.  
**Melissa Cray**, 29, (505) 662-3996, 2853B Walnut, Los Alamos, NM 87544 ..... wants 3,4,5/prefers 1,2,4/exp 1/will 1,2,3.  
**Ayn**, 44, (916) 878-1079, 1681 Hidden Valley Ln., Auburn, CA 95603 ..... wants 1,2,3,4,5/prefers 2,4/exp 1/will 2.  
**Nancy**, 39, (415) 858-3516 ..... wants 1/prefers 2/exp 2/will 2.  
**Brenda Hule**, 28, (213) 683-0471 x423, 1236 Dewey Way, Los Angeles, CA 90006 ..... wants 5/prefers 2/exp 2/will 3,4,5.

**Modern racing is good for your physical and mental health — especially when you're winning.**

**Cindy**, 33, (916) 921-9178, P.O. Box 2508, Sacramento, CA 95812 ..... wants 1/prefers 2/exp 2/will 5,6.  
**Jean Marie Scott**, 32, (408) 356-3285, 15230 Winton Way, San Jose, CA 95124 ..... wants 1,2,3,4/prefers 1,2/will 1,2,3.  
**Kay**, 39, (415) 383-9530, Mill Valley ..... wants 1,2/prefers 1,2/exp 2/will 4,6.  
**Joanna Apostolos**, 27, (415) 331-1519, 149 Filbert St., Sausalito, CA 94965 ..... wants 1,2,3,4,5/prefers 1,2/exp 2/will 2,3.  
**Margareth D.**, 34, 2164 Greenbrier St., Concord, CA 94520 ..... wants 1,4/prefers 2/exp 1/will 1,2,6.  
**Kim Cornell**, 25, (415) 939-7021, 20 Woodward Ave., Sausalito, CA 94965 ..... wants 1,2,4/prefers 1,2/exp 2/will 1,2,6.  
**S. Jacobson**, 34, (415) 653-9934, 2999 Regent St., Ste. 425, Berkeley, CA 94705 ..... wants 1,2/prefers 1,4/exp 2/will 1,4,5.  
**Jo**, 43, P.O. Box 1625, Sausalito, CA 94966 ..... wants 1,2,3,4,5/prefers 2/exp 1/will 2,5.  
**Rachel**, 40, (415) 883-5418, Marin ..... wants 1,2/prefers 1,2/exp 1/will 1,2,3.  
**Evelyn**, 29, (415) 474-7622, San Francisco ..... wants 1/prefers 2/exp 1/will 1,2.  
**Sallie**, 30, (415) 523-1006, 1150 Ballena Blvd., #51, Alameda, CA 94501 ..... wants 1,2/prefers 2/exp 2/will 1,2,5.  
**Joan**, 29, (415) 523-1006, 1150 Ballena Blvd., #51, Alameda, CA 94501 ..... wants 1,2/prefers 2/exp 1/will 2.  
**Maria Miller**, 31, 653-8579 Oakland ..... wants 1,2,3,4,5/prefers 1,2,4/exp 1/will 1,2,6.  
**Sue Routh**, 40ish, H: (415) 831-9469 W: 445-5834, 183 Cameo Dr., Danville, CA 94526 ..... wants 1,2,4/prefers 1,2/exp 2/will 2,6.

## COUPLES TO CREW ON A RACING BOAT

**Peter Myrner & Shawna Stoney**, 48/30, (415) 332-5674, 72 Platt Ave., Sausalito, CA 94965 ..... wants 1/prefers 1,2/exp 1/will 2,5,6.

# CERVEZA CIRCUIT DOUBLEHEADER:



# MANZANILLO RACE & MEXORC

**F**ebruary was a tough month up here in the "real" world. First Mike Tyson went belly down, then Drexel Burnham went belly-up. Perrier got yanked off the market, Del Shannon offed himself, the Donald pink-slipped Ivana, and assorted other vanities

were bonfired. Even the weather was weird (snow on Mt. Tam?). Sure, some good stuff happened, too — Mandela was freed; Ortega was voted down — but on the whole, it was a good month to be in Mexico.

More specifically, Manzanillo, Mexico — where the cream of the West Coast racing crop spent most of February. The occasion was the one-two punch of the 1,100 mile

*This is Mexico? 'Jano' pounds to weather in MEXORC's windy long distance race.*

San Diego to Manzanillo Race, followed immediately by MEXORC, a week-long series of buoy races in the waters off the Mexican Riviera. Many of the same boats and people sailed in both events; both were administered by the efficient San Diego YC; and the social activities of each revolved around the chic Las Hadas resort.

But that's where the similarities ended. The race down was a hardcore long distance sprint, featuring the full range of varsity offshore conditions. It was windy enough (over 30 knots a few times) that the sleds knocked off some exhilarating 300+ mile days — and the smaller and/or heavier boats got a healthy dose of religion. In the end,



# MANZANILLO RACE

Hal Ward's N/M 68 *Cheval* finished in 5 days and almost 8 hours, shattering Sorcery's 1986 mark of six days even.

MEXORC, on the other hand, remains more of a party regatta, an excuse to hang out in Mexico for another week and decompress after the ride down. Consisting of five 20-mile buoy races and one "distance" race of only 36 miles, the not-so-grueling schedule



And you thought your bow man was a bozo!

left plenty of time for shoreside activities (which, in the absence of Pat Farrah and *Blondie*, unfortunately didn't include the now-legendary Intergalactic Ping Pong Party). With the exception of what turned out to be a windy, rainy distance race, MEXORC lived up

## ALL PHOTOS LATITUDE/ROB

hardware in both contests. Kahn and his six man crew (Santa Cruzans Ian Klitz and André LaCour, hot helmsman Steve Grillon, John Frisch, Jim Hammitt and navigator Dusty Way) cleaned up in the Manzanillo Race: first in IOR B, first overall in IMS and a special trophy for best performance in fleet. Then, Kahn and company iced the cake by winning MEXORC overall for the second time (*Jano* also won in 1988). Kahn, who couldn't wipe the grin off his face all week, claimed happily, "I love Mexico!"

**B**ut with due respect to Kahn and the *Jano* crew, the real action, as usual, was up in the ULDB 70 class. Right from the February 3 start of the Manzanillo Race, the 13 sleds had a terrific battle for first to finish. The lead changed repeatedly (*Silver Bullet* and *Taxi Dancer* led to Cabo, but cut the corner too close), and in the end six boats finished within a half hour of each other.

*Cheval*, with a stacked crew that included Robbie Haines, Skip Allan and Kimo Worthington, won line honors, though Ed McDowell's SC 70 *Grand Illusion* nipped her on corrected time. Both boats have been extensively modified (each had its waterline extended a few feet — *Cheval* via a "nose job"; *GI* by a transom scoop) and both



*Holuia*, which means "sled" in Hawaiian ("We were going to name it *Ralphie* like the last boat... until we all got sea sick in the last TransPac! explained one crewmember).

Though the sleds had a quick and relatively easy ride, it was a different story for the little guys. *Jano*'s veteran navigator Dusty Way stated, "You could sum our race up in two words: scared shitless." They blew up a few kites, broke a spinny pole and once did a "face plant" when driver Steve Grillon stuffed the bow particularly hard. "I've never seen anything like it," claimed a wide-eyed Way. "The boat screeched to a stop, then did a nose stand on its bow before popping up



'*Grand Illusion*'s' victory in the race down was no illusion. She was also a contender in MEXORC until their mainsail blew up.

to its reputation as a sunny, light air, "user friendly" series.

This year, however, there was one more similarity between the two events: *Jano*, a seven-year-old Frers 43 sailed by Bob Kahn of Pacific Palisades, picked up the overall

owners, who have been at the yachting game for years, were overdue for some silver. Third went to Davis Pillsbury's relatively new SC 70

backwards and broaching! Ho ho, it was a scary movie!"

Amidst the mayhem, Bill Chapman's Swan 47 *Bones VIII* — the only Northern California boat in the race — had an uneventful trip. "To fit in with all the



*Bob Kahn, second from left, and the crew of 'Jano' had reason to celebrate.*

Southlanders, we even thought about throwing a screwdriver over, just so we could be like all the guys who broke and lost stuff!" deadpanned crewmember John Green. They even wrote a song to commemorate the carnage. Called the *Ocean Pokey*, its opening verse goes like this:

"You put the half ounce up,  
You blow the half ounce out.  
You put the three quarter up,  
Then you blow the f\*\*\*\*er out.  
You do the ocean pokey,  
Then you wipe the sucker out —  
That's what it's all about."

The Boners had a high time, both during and after the race. One of them, a self-described "virile young stud" (their watches were divided by age, hence it was the "old farts" vs. the "young whippersnappers") took the time to write us a letter about *Bones'* voyage. His account, which is hysterical, will appear somewhere in the next issue.

**B**y contrast, MEXORC was quite tame. Held February 14-21, the regatta yielded no major surprises: Jano got the best of a good battle with Jack Woodhull's R/P 42 *Persephone* for overall and C fleet honors (where were all the Acapulco YC boats this time?); Reuben Vollmer's SC 50 *Elusive* — with the dominant *Deception* already departed for home — took the small B fleet; and John DeLaura's SC 70 *Silver Bullet* (whose Bay Area contingent for the regatta included Robert Flowerman, Commodore Tompkins, Mark Rudiger, Patrick Adams, and Dave Wahle) ran away with the sled class.

After *Grand Illusion* split her mainsail and the Bill Twist-chartered *Taxi Dancer* tweaked her exotic rig in race three — the squally, double-weighted distance race — the *Bullet's* victory was virtually assured. It was a nice

| 1990 San Diego-Manzanillo Race Results |    |                       |                            |                    |            |           |
|--|----|-----------------------|----------------------------|--------------------|------------|-----------|
| Cl                                     | Ft | Yacht                 | Owner/Driver               | Club               | Design     | Corrected |
| <b>IOR 70's</b>                        |    |                       |                            |                    |            |           |
| 1                                      | 1  | <i>Grand Illusion</i> | Ed McDowell                | King Harbor        | SC 70      | 116.0631  |
| 2                                      | 2  | <i>Cheval</i>         | Hal Ward                   | California         | N/M 68     | 116.4952  |
| 3                                      | 3  | <i>Houla</i>          | Davis Pillsbury            | Newport Harbor     | SC 70      | 116.8413  |
| 4                                      | 4  | <i>Silver Bullet</i>  | John DeLaura               | Waikiki            | SC 70      | 116.9606  |
| 5                                      | 5  | <i>Evolution</i>      | Bob Doughty                | California         | SC 70      | 116.9975  |
| 6                                      | 6  | <i>Taxi Dancer</i>    | Mitch Rouse                | Long Beach         | R/P 68     | 117.1548  |
| 7                                      | 7  | <i>Chance</i>         | Bob McNulty                | Los Angeles        | SC 70      | 118.9841  |
| 8                                      | 8  | <i>Pyewacket</i>      | Roy Disney                 | Los Angeles        | N/M 68     | 119.0691  |
| 9                                      | 9  | <i>Maverick</i>       | Les Crouch                 | San Diego          | N/M 68     | 123.8232  |
| 10                                     | 10 | <i>Swiftsure III</i>  | Armstrong/Squire/Hampikian | California         | N/M 68     | 124.7447  |
| 11                                     | 13 | <i>Kathmandu</i>      | Fred Kirschner             | Coronado Cays      | SC 70      | 135.3064  |
| <b>IOR A</b>                           |    |                       |                            |                    |            |           |
| 1                                      | 23 | <i>Christine</i>      | Fred Preiss                | Pacific Mariners   | Custom 84  | 152.4711  |
| 2                                      | 24 | <i>Lean Machine</i>   | O'Keefe/Robinson/Seaborn   | Capistrano Bay     | Mac 65     | 154.4724  |
| <b>IOR B</b>                           |    |                       |                            |                    |            |           |
| 1                                      | 11 | <i>Jano</i>           | Bob Kahn                   | California         | Frers 43   | 128.8103  |
| 2                                      | 12 | <i>Eclipse</i>        | Bill Bannasch              | San Diego          | N/M 43     | 128.8196  |
| 3                                      | 5  | <i>Flyer</i>          | Richard Long               | California         | Swan 57    | 139.0666  |
| 4                                      | 18 | <i>Sitzmark</i>       | Ward Hinckley              | Coronado Cays      | Frers 41   | 146.4971  |
| 5                                      | 21 | <i>Smaug</i>          | Roark Ludwig               | San Diego          | J/35       | 147.7706  |
| <b>IOR 50's</b>                        |    |                       |                            |                    |            |           |
| 1                                      | 14 | <i>Deception</i>      | Dave Meginnity             | Coronado           | SC 50      | 136.7534  |
| 2                                      | 16 | <i>Elusive</i>        | Reuben Vollmer             | Cabrillo Beach     | SC 50      | 143.8948  |
| 3                                      | 17 | <i>Lone Star III</i>  | Burt Benjamin              | Southwestern       | N/M 55     | 145.0749  |
| 4                                      | 19 | <i>Blacksilver</i>    | Steve Steiner              | Long Beach         | Steiner 58 | 147.0474  |
| 5                                      | 20 | <i>Climax</i>         | Ron Richert                | So. Bay Rac'g Club | Barnett 52 | 147.5834  |
| 6                                      | 22 | <i>Bombay Blaster</i> | Nowlan/Cooney/Murray       | Little Ships Fleet | SC 50      | 150.5930  |
| <b>IMS</b>                             |    |                       |                            |                    |            |           |
| 1                                      | 1  | <i>Jano</i>           | Robert Kahn                | California         | Frers 43   | 136.2258  |
| 2                                      | 2  | <i>Flyer</i>          | Richard Long               | California         | Swan 57    | 144.5822  |
| 3                                      | 3  | <i>Sitzmark</i>       | Ward Hinckley              | Coronado Cays      | Frers 41   | 145.0772  |
| 4                                      | 4  | <i>Smaug</i>          | Roark Ludwig               | San Diego          | J/35       | 148.6631  |
| 5                                      | 5  | <i>Bones VIII</i>     | Bill Chapman               | San Francisco      | Swan 48    | 148.8092  |
| 6                                      | 6  | <i>Lean Machine</i>   | O'Keefe/Robinson/Seaborn   | Capistrano Bay     | Mac 65     | 160.7433  |
| 7                                      | 7  | <i>Amity II</i>       | J. David Franklin          | Cortez Rac'g Ass.  | Baltic 42  | DNF       |

| 1990 MEXORC Race Results |    |                        |          |                             |                |             |       |
|--------------------------|----|------------------------|----------|-----------------------------|----------------|-------------|-------|
| Cl                       | Ft | Yacht                  | Design   | Owner/Driver                | Yacht Club     | Races Total |       |
| <b>CLASS A</b>           |    |                        |          |                             |                |             |       |
| 1                        | 3  | <i>Silver Bullet</i>   | SC 70    | John DeLaura/Bill Menninger | Waikiki        | 1,4,1,2,2,5 | 15.25 |
| 2                        | 4  | <i>Evolution</i>       | SC 70    | Bob Doughty/same            | California     | 2,1,4,4,1,6 | 21.50 |
| 3                        | 6  | <i>Ole (ex-Citius)</i> | SC 70    | Antonio Elias/Gary Weisman  | Acapulco       | 5,5,2,6,5,2 | 27.00 |
| 4                        | 10 | <i>Grand Illusion</i>  | SC 70    | Ed McDowell/Robbie Haines   | King Harbor    | 3,3,8,1,4,1 | 27.50 |
| 5                        | 14 | <i>Taxi Driver</i>     | R/P 68   | Bill Twist /same            | St. Francis    | 4,2,8,3,3,7 | 35.00 |
| 6                        | 11 | <i>Maverick</i>        | N/M 68   | Les Crouch/Jon Landon       | San Diego      | 6,7,3,7,7,3 | 36.00 |
| 7                        | 12 | <i>Kathmandu</i>       | SC 70    | Del Rey Synd/C. Walner      | Del Rey/Cal    | 7,6,5,5,6,4 | 38.00 |
| <b>CLASS B</b>           |    |                        |          |                             |                |             |       |
| 1                        | 13 | <i>Elusive</i>         | SC 50    | Reuben Vollmer/same         | Cabrillo Beach | 1,1,2,1,1,2 | 9.00  |
| 2                        | 15 | <i>Lady Godiva</i>     | Swan 57  | Victor Fargo/Dick Stratton  | So'western     | 3,2,1,2,2,1 | 11.25 |
| 3                        | 16 | <i>Climax</i>          | Barn 52  | Mike Campbell/John Shadden  | Long Beach     | 2,3,3,3,3,4 | 21.00 |
| 4                        | 17 | <i>P. T. Express</i>   | SC 50    | Gordy Cole/same             | Corinthian, WA | 4,4,4,4,4,3 | 29.00 |
| <b>CLASS C</b>           |    |                        |          |                             |                |             |       |
| 1                        | 1  | <i>Jano</i>            | Frers 43 | Bob Kahn/Steve Grillon      | California     | 2,1,1,3,4,1 | 12.00 |
| 2                        | 2  | <i>Persephone</i>      | R/P 42   | Jack Woodhull/same          | California     | 1,4,2,1,1,2 | 12.25 |
| 3                        | 5  | <i>Saeta</i>           | N/M 41   | Rogelio Partida/same        | Acapulco       | 5,6,4,2,3,3 | 27.00 |
| 4                        | 7  | <i>Shamadi</i>         | N/M 40   | Gonzalo Fernandez/same      | Acapulco       | 4,5,3,6,5,4 | 30.00 |
| 5                        | 8  | <i>Sidewinder</i>      | R/P 43   | Aaron Saenz/Ed Lorence      | Acapulco       | 3,3,8,4,2,5 | 33.00 |
| 6                        | 9  | <i>Eclipse</i>         | N/M 43   | Bill Bannasch/same          | San Diego      | 6,2,5,5,6,8 | 37.00 |
| 7                        | 18 | <i>Sitzmark</i>        | Frers 41 | Ward Hinckley/same          | Coronado Cays  | 7,DNS       | 55.00 |

way for *Silver Bullet* to take her leave: she's bound for Florida next, where she'll sail — unofficially — in the last leg of the Whitbread Race on May 5th.

With the exception of the *Bullet's* delivery crew, everyone else headed north

after the final trophy bash — complete with the interminable speeches — on February 21. One last margarita, then it was back to reality — or at least back to what passes for reality in these strange days.

— latitude/rkm

# LEARNING

To prove a point, awhile back some industry types stuck a sailboat and a like-size motorboat side by side in a shopping mall and got out the clipboards. They asked passersby to guess the price of each type of boat, various accessories and how long it would take to learn to operate each one. As expected, no matter how many malls they tried it in, the results were always the same: the mostly non-boating shoppers were pretty accurate in guessing the cost of the motorboat and its equipment. But when it came to the sailboat, almost invariably, they grossly overestimated the cost of everything from cabinet work to cockpit cushions. Ironically, if we remember right, the sailboat was actually less expensive.

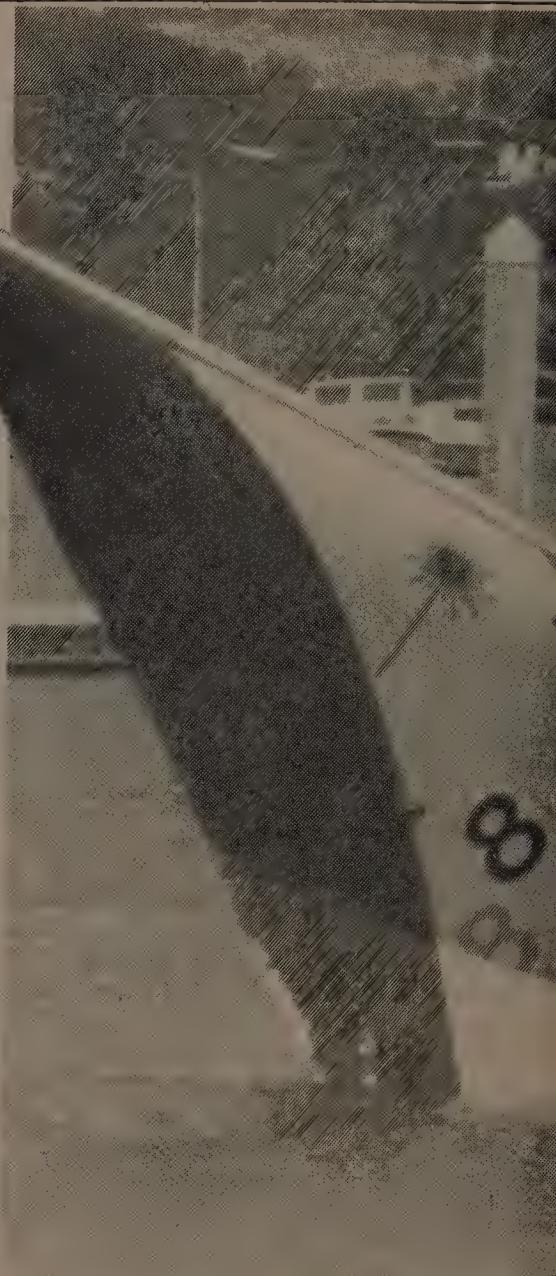
It's one of a handful of myths about sailing that, despite the industry's best efforts at consumer awareness, still persist. Others you may have heard include: sailing is a male-dominated sport; you have to be young to do it; you have to be strong to do it; you need to buy an expensive boat to do it; and that it is far too complicated to learn in any acceptable amount of time.

Well, gang, we're here to tell you that it's all bunk. It ain't true. The only thing is, most of you reading this already know that. The ones who need to hear it are in the next office staring wistfully out at a distant sail gliding across the Bay. They're the young couple walking slowly along the boardwalk, gazing dreamily out at the parked boats with a faraway look in their eyes. They're the son, daughter, brother in law, co-worker, employee, casual acquaintance or whoever it was that some time in your sailing career tried to articulate how interesting sailing looked; that

it might be thumbed through rather than thrown out. Or tear out these few pages and tack them to the bulletin board at work, at the laundromat, the grocery store, wherever. Maybe make a few copies of this article to have on hand when the next guy or girl asks you about sailing. Hand over the xeroxes and tell them anyone can learn to sail. Tell them that as well as being fun, it's socially fulfilling and ecologically benevolent. Tell them they'll never get shin splints. Hey, tell them that they not only don't need to own a boat to learn to sail, but if they want they can virtually go sailing every weekend for the rest of their lives — and never have to own one.

Why should you go to this trouble? Oh great. So now you need a rationale for the one small favor we've asked in years. (Obviously, the honeymoon is over....) Okay, so think of it as making 1990 a decade of new beginnings by introducing someone to sailing. Think of it as the singalong portion of a concert and we're up there with a guitar going, "We can't heeeearr yoooouuu...". Think of it as a small token of appreciation for all the priceless entertainment we throw your way every month for free. Hey, you should be happy to do it. You're getting off easy. How would you like to be the one who had to compile all this stuff? We had no earthly idea how many ways there were for people to get into sailing.

*Okay, it's an extreme example, but wouldn't you rather learn how to handle emergencies the easy way (above right) at a sailing school than the hard way (below)?*



average person getting into sailing was these days, if indeed an average even existed.

Well, except in the sailing schools, it appears there is no definable Joe (or Jane) Average. The organizations listed here that offered sailing to all age groups got all age groups, from 8 to (literally) 80 years old. The number of single people is on an even par with the number of families (or portions thereof, like fathers and sons). Even the sexes were nearly evenly represented, with men outnumbering women only slightly these days. We were amazed when we added up the rough estimates to find that upwards of 5,000 to 6,000 people went through various learn-to-sail programs in the Bay Area last year.

The most definable group of aspiring sailors went through sailing schools. This is doubtless due to the crisp structuring of these businesses, which you'll read about later. One East Bay school has been taking surveys of students for 10 years and reports the following changes:

In 1980, 90 percent of beginning students were men, about 80 percent of whose goal was to own a boat within two to three years. Today, the sexes are evenly divided, and the main goal is to learn to sail in order to take bareboat vacations in places like the Caribbean. Only about 20 to 30

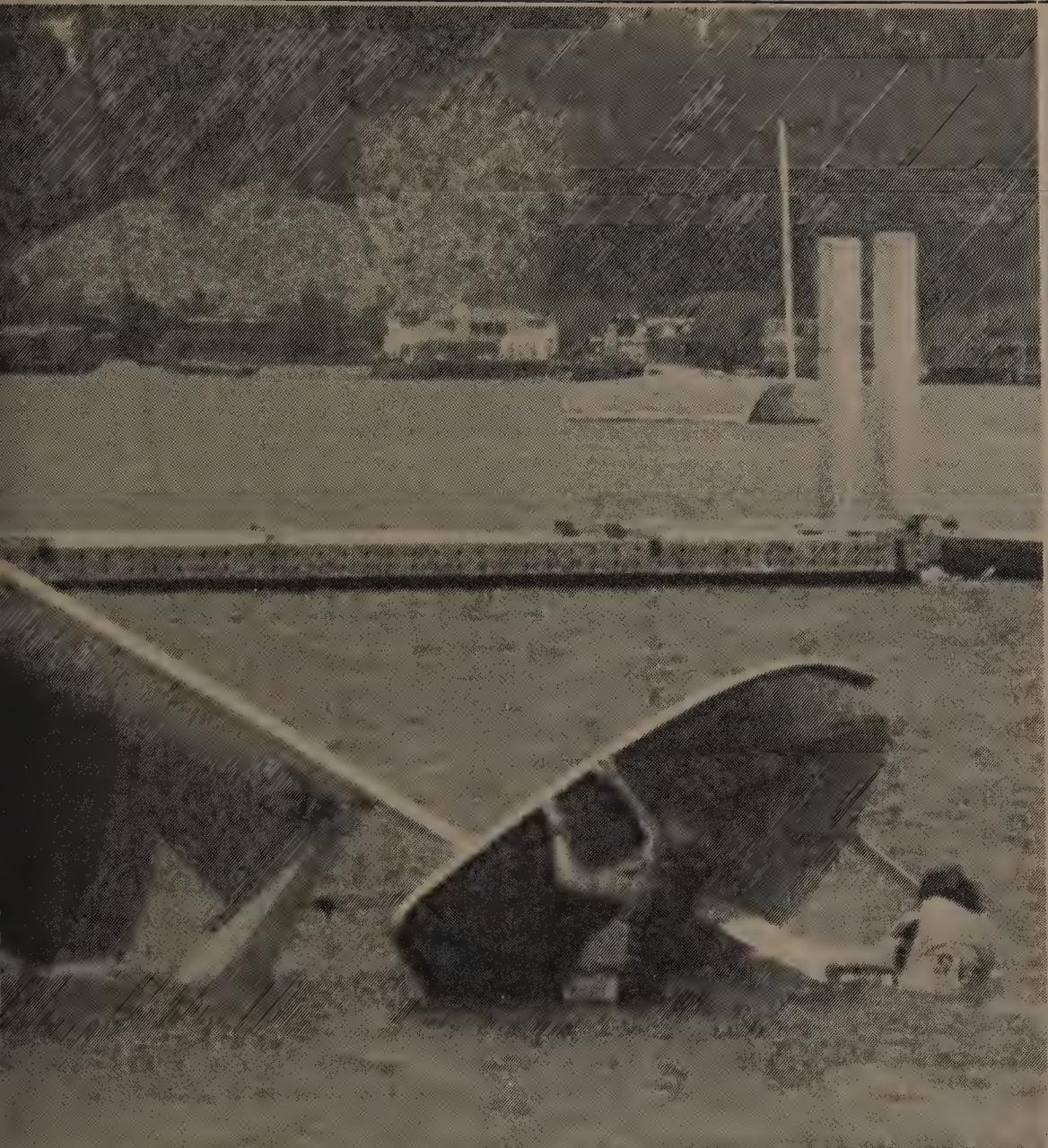


LATITUDE/RICHARD

it was something he or she would sure like to try someday — and by the way, how would one go about learning, anyway?

So here's what we want you to do. When you're done with this issue, leave it in your doctor's or dentist's office, or wherever

**B**efore we get into the meat of this thing — and there's enough beef here to add at least a couple digits to the McDonald's signs — we were curious to find out who the



MITCH PERKINS

percent of today's sailing school graduates go on to own boats of their own.

**P**eople's reasons for wanting to learn to sail make for some entertaining reading, too. Some want to cruise around the world. Others want to do a TransPac in three years, or win a season championship in two. Most reasons, of course, are more down to earth. "I've lived here all my life and decided it was time to learn how to sail," is commonly heard. Some of those aforementioned fathers want to share the experience of learning to sail with their sons or daughters to enhance the paternal bond. Wives and girlfriends sign up because they're tired of being rail sandbags. (One of sailing's great mysteries is why it's impossible for most men to teach their own wives or girlfriends to sail.) Getting back to mythology for a minute, young, single women sometimes show up at sailing schools on a poorly disguised hunt for virile young preppy men.

There's one more myth we hate to exorcise, but it's time. Before you neophytes go any further, you have to know that the romantic, Hollywood vision of sailing is just that, a celluloid vision. If you think sailing is all done on flat water, in warm breezes and

with cocktails at hand, you're going to be disappointed.

Our final dose of myth-smashing has to do with how long and how hard sailing is to learn. Sailing is not difficult, there is no black magic involved and it is not extremely time consuming. However, beware of programs that guarantee you'll learn to sail in a weekend. Liken the regimen to learning to play a musical instrument, an analogy we're comfortable with. You can't learn to play one of those in a weekend, either. Most basic sailing courses you'll read about here require 40 to 60 hours of training (usually spread over one to two weeks) before you'll feel confident about taking a boat out yourself.

**A**s this project grew beyond all expectations, we had to start drawing battle lines. For that reason we've omitted collegiate sailing, due to its limited availability to the general sailing public; and boardsailing, because it's so big it could consume a whole article by itself (and may one of these days if we ever recover from this one).

Here then, is what we discovered about the who, what, where, when and how of learning to sail.

#### THE OLD WAY and THE CREW LISTS

Might as well begin at the beginning. The Old Way — at one time, the only way — to learn how to sail is to just start bumming rides on boats. Many world-famous sailors including Dennis Conner and ourselves learned to sail this way. The Old Way is easier if you have friends or relatives who already sail, but if you don't, it doesn't matter. Simply hang around the docks or boatyards and don't feel shy about striking up a pleasant conversation with a boat owner. The only rules of the Old Way are to be honest and willing to go out at a moment's notice. If you do this early in the day on a busy summer weekend, we can almost guarantee you'll find a ride the first day.

Our Crew Lists are sort of a modern twist to the Old Way. Instead of walking the docks, you let your fingers do the walking through our thrice-yearly Crew Lists: the Mexico Only Crew List in November; Racing Crew List in March and Cruising/Daysailing/Co-chartering Crew List in April. You fill out forms that tell other sailors about your interests and skill level, and we publish the information, along with (hopefully) compatible information from boat owners looking for crew. (See the 1990 Racing Crew List elsewhere in this issue for more on how it works.)

Although not run or intended as a sail training tool, we know that the Crew Lists have been used that way time and again — often with some pretty amazing results. For example, in the space of a couple of years, one young woman who started out knowing nothing has ended up as a sought-after delivery crew who gets paid for her skills.

The fact is, sometimes boat owners prefer people with virtually no experience. Again, be up front about admitting it and chances are you'll be sailing soon.

**Advantages:** Quick, relatively painless and usually cheap or free.

**Disadvantages:** A questionable way to learn to sail. You're at the mercy of the boat owner and his idiosyncrasies with no practical basis on which to judge his expertise. Is what he's telling you valuable information or complete BS? We can't help but think many would-be sailors are now heavy into peach farming because 20 years ago a well-intentioned Uncle Fred took them out as kids and scared the shit out of them.

**For More Information:** Put on your deck shoes and start hoofing, or see the Racing Crew List in this issue, or the Cruising/Co-Chartering/Daysailing Crew List in the April issue.

#### JUNIOR SAILING

Many of sailing's current rockstars came up through the ranks of local junior programs, including John Kostecki, Paul Cayard and

# LEARNING

Russ Silvestri.

About 1,000 youngsters aged 8-18 go through the various junior programs around the Bay Area each year. And just so you keep things straight, in local sailing, "junior programs" means the learn-to-sail programs offered through Bay Area yacht clubs. Somewhat confusingly, youth classes run by sailing schools and other sail training organizations are also referred to as junior programs. To avoid any misunderstanding, we'll refer to the latter as "youth programs" and discuss them under separate headings.

Until recently, keeping track of junior programs was difficult at best. The formation last summer of the Northern California Youth Sailing Association will hopefully remedy that in the years to come. At the moment, NCYSA is more of a clearing house than umbrella organization says director Pat Andreasen. Eventually, though, he hopes NCYSA can provide, if not standardization, then at least consistency among teaching schedules of member clubs. At present, yacht club programs are all over the map, ranging from inexpensive mid-week afternoon classes to week-long "sail camps" costing hundreds of dollars.

Junior programs are almost all taught by USYRU (United States Yacht Racing Union) certified instructors. All courses start out in dinghies — El Toros, Lasers, etc. — which many veteran sailors will tell you is the *only* way to learn to sail. About half the programs are open to the public. The other half are open only to children of members, or member-sponsored juniors. The latter requirements are very flexible, however, and junior memberships in the sponsoring club are usually cheap and easy to get.

One NCYSA program started last year is a junior championship series. In 1990, this will be a series of five regattas through the year, the first of which occurred last month. (For results, see *The Racing Sheet*.) There will be winners in several divisions as well as an overall series award going to the club with the best cumulative points score. Barely a year old, the regattas are already hugely popular with the kids, who enjoy the competition and getting to bump elbows with many of their heroes — young guns like Morgan Larson and Jason Fain. They also offer member clubs a handy measuring stick of how their programs compare to each other.

**Advantages:** Junior programs are for the most part economical considering what you get. Also, with so many going, it's easy to find one near home that fits around school and other schedules. Also, the yacht club junior programs seem often to evoke an *esprit d'corps* among juniors, the club and the regular members that's missing in other training. The benefit to the club, of course, is

a continuous supply of potential new members.

**Disadvantages:** The big one is that some programs are used for little more than summer babysitting agencies by parents. Another, cites Andreasen, is also one of the main differences between teaching kids and adults: motivation. Adults entering learn-to-sail courses are already motivated. "The biggest challenge of teaching kids is motivating the ones who'd really rather be someplace else," says Pat.

**For more information:** Call Pat Andreasen at (415) 347-0259 (evenings, or leave message) or one of the clubs in the accompanying list.

## SAILING SCHOOLS/SAILING CLUBS

Sailing schools have come a long way in the last decade or so. There are still a few laid-back mom and pop-feeling schools with cats and woodburners, but the image that comes to our minds these days is a clean, thoroughly modern facility with rows of impeccably maintained new or near-new boats at the docks and an air of

owns the boats instead of the members. No slip fees, no maintenance — a near perfect arrangement for people with limited recreation time.

Make no mistake, the price of membership in a sailing club can be hefty — in the thousands of dollars. Unlike a yacht club, sailing clubs are commercial businesses that need to turn a profit to survive.

Sailing clubs differ quite a bit in feel, atmosphere and clientele. For example, one might cater to an older crowd, doing most of its training and sailing in more flat, protected water. Another might be composed mostly of a younger, singler crowd of sailors who enjoy the challenge of the main Bay. If you decide to go the sailing club/sailing school route, shop around for the one that's most comfortable for you. This is easily done through "public sailing days." Nearly every club features some version of this, wherein one or two days a month are set aside for the public to come in, look over the facilities and get a free (or at least cheap) sailboat ride.

The sailing school part of a commercial sailing club is open to everyone, with club members enjoying a slight discount for classes. The primary strength of a commercial sailing school is the variety, availability and well-defined nature of the classes. While some rugged individualists will always snort in disgust at the idea of such rigid organization, a great many people really like to know what they're getting for their money; what exactly they're going to learn and exactly how long it's going to take.

Sailing schools are also able to tailor training sessions to almost any schedule, and often have the best student/instructor ratio of any teaching organization — a typical lesson might have one instructor and only two or three people on the boat at a time. They also offer "continuing education" courses (which we'll touch on again a little later). The social atmosphere of the parent sailing club, composed of equal parts neophyte peers and course veterans, is an excellent one for "nurturing" beginners through more challenging initial lessons.

Most sailing schools in the Bay and elsewhere these days enjoy certification through the American Sailing Association. After a somewhat slow start five or six years ago, the New England-based ASA has made great strides in standardizing the training of sailing instructors, whose qualifications used to vary widely. Another advantage of ASA is that their certification card for graduates has become something of Carte Blanche for bareboat chartering companies. Without it,



BOB VESPA

Laser action at the February NCYSA regatta off Richmond.

professionalism among instructors.

In another bit of syntax that needs clarification, most of today's sailing schools are first and foremost sailing clubs, with virtually all the social and on-the-water events of a regular yacht club, except that the club

## BAY AREA JUNIOR SAILING PROGRAMS

| <i>Yacht Club</i>                 | <i>1990 Schedule</i>   | <i>Price</i>                      | <i>Contact</i>  |
|-----------------------------------|--|-----------------------------------|---|
| Berkeley YC                       | Two introductory courses, then one 3-week intermediate and one 3-week advanced class   | \$190                             | Frank Laza, 548-1210 w/682-2207h                                |
| Encinal YC                        | Four different M-Th sessions starting June 18 (beginner) and running through August 29 (advanced)  | \$145 per session                 | Encinal YC, 522-3272  |
| Corinthian/<br>St. Francis YCs    | Two seven-week sessions March 10-April 28 and May 5-June 16. M-F, 9 to 4 p.m.  | \$185 in '89                      | St. Francis YC race office, Matt or Sue, 563-6363               |
| Coyote Pt. YC                     | Minimum of first and third Sats., possibly some weekday afternoons   | Free at this writing              | Craig Lugo, 572-9734(h)   |
| Loch Lomond YC/<br>Ocean Alliance | Sail Camps June-Aug, offered in both Sausalito and off LLYC  | \$275                             | Ocean Alliance, 441-5970  |
| Monterey Peninsula YC             | Two three-week sessions starting in May and ending in late June or July (specific dates not yet set). A one-week advanced course follows. Other junior courses offered year-round. | To be announced                   | MPYC, (408) 372-9686  |
| Richmond YC                       | Every Sunday from October 1 to March 31 except during small boat midwinters  | \$45 (Jr. Membership is \$18)     | John Walsh Jr., 435-9327  |
| Santa Cruz YC                     | Various programs July through August   | varies                            | Susie Thomsen, (408) 476-5206(w), 462-0787(h)                   |
| St. Francis YC                    | Four weeklong (M-F) summer camps at Tinsley Island in July and August  | \$385 in '89                      | St. Francis Race Office, Matt or Sue, (415) 563-6363            |
| Santa Cruz YC                     | Various sessions in July and August  | varies with session               | Susie Thomsen, (408) 476-5206                                   |
| Sausalito YC                      | Various sessions June through August   | \$275 for two weeks               | Dick Marsh, 383-7126  |
| Sequoia YC                        | Spring and fall sessions. Classes held on the first and third Saturdays of month   | \$10                              | Mike Lafaurie, 366-8666   |
| Stockton Sailing Club             | Beginning, intermediate and advanced classes in June   | \$30, members<br>\$50, nonmembers | Tom Harrington, (209) 951-1683 or Linda Trimble, (209) 886-5495 |

many charter outfits require a several-hour checkout with a local skipper (not a bad idea anyway if you don't know the area). With the card, most apparently just nod and give you the boat. It's worth noting that ASA certification does not make or break a sailing school. Several area schools that do not belong to ASA nevertheless continue to turn out scores of competent, confident sailors every year.

**Advantages:** Course curriculums are well

defined; financial commitment encourages you to stick it out through difficult or uncomfortable times; teaching on new or near-new boats "big boats" at most locations (you can rent the boats afterward); appealing social aspects; top-notch instructors with good student to instructor ratios; refined and proven teaching methods; year-round curriculums; group charters to the Caribbean, Mediterranean and other areas stretch member's vacation dollars; and many more.

**Disadvantages:** Expense is the big one. If you're into rationales, though, you'll probably spend less on a summer of sailing at a sailing club/school than you would on a season of family skiing at any of the local resorts.

**For More Information:** There is no central number for sailing schools. See the listing in this article and the advertisements in this issue — and remember, shop around!

# LEARNING

## AQUATIC CENTERS

Awhile back, the California Department of Boating and Waterways decided to get into the watersports business. Thus was born the concept of Aquatic Centers. All associated with (and primarily financed by) nearby universities, there are currently Aquatic Centers in Humboldt, Sacramento, Santa Cruz, Northridge, Irvine, Los Angeles, Mission Bay (UC San Diego) and the local facility, the UC Berkeley Aquatic Center located in the Berkeley Marina.

Currently, the Aquatic Center operates under the auspices Cal Adventures, the university's Outward Bound-type organization. Director Rob Anderson hopes to see that change in the not too distant future, with the Aquatic Center splitting off on its own, perhaps to build a new facility in Berkeley's largely vacant north basin.

The Aquatic Center opened to the public in 1980, and last year ran about 750 adults and 400 youngsters through its various learn-to-sail programs. Demographically speaking, half were from the local community, 30 percent were students, and staff and alumni made up the remaining 20 percent. Initial teaching is in small boats, though students gradually move up as their skill level

Activities League and Berkeley Boosters to run the sailing part of The Bond Between Kids and Cops program. This takes inner city kids off the streets and channels their energies into rock climbing, sea kayaking — and sailing. "Softball and baseball are a bit mundane for these kids," says a participating Berkeley police officer. "They've already seen plenty of action. They need real challenges."

**Advantages:** Reasonably priced; beginning, intermediate and advanced classes offered year-round.

**Disadvantages:** Not many.

**For more information:** Contact Cal Adventures/UC Aquatic Center at (415) 642-4000.

## ALTERNATIVE ORGANIZATIONS

"Alternative" is not meant to be in any way derogatory when describing organizations like the Cal Sailing Club, Ocean Alliance, Lake Merritt Sailboat House or Boy Scouts of America Sea Exploring program. Quite the contrary. To be derogatory, we'd pigeonhole these organizations as being "in between" the



COURTESY GLOWEEL

*The Adapted Boating Program at Lake Merritt gets many people out on the water who might otherwise not get the opportunity.*

And the most unique of them all is the **Cal Sailing Club**. Once part of UC Berkeley's sailing program (with Cal Adventures), CSC splintered off as a non-profit cooperative in 1970 and has been growing steadily every since.

The many seeming contradictions about CSC only serve to endear it to its 1,000 or so students a year. Like the fact that the "clubhouse" is the steps outside its small gear room, yet it is the only non-yacht club to enjoy full race status under the YRA (Yacht Racing Association). Like the fact that the fleet of beater Lido 14s enjoys some of the hottest tactical racing on the Bay every Sunday. Like some of the biggest news for CSC in recent months was the acquisition of a refrigerator — they found it floating on the Bay. Cleaned off, dried out and plugged in, it's been working like a champ ever since.

Basic courses are held on Monday and Thursday afternoons and Saturday mornings. From there on, instruction is something of catch as catch can. You basically just show up and sooner or later someone will get you out sailing. Students advance via an ascending rating process developed by the club.

Prices are about the most reasonable you'll find: \$40 for a year membership; \$35 for UC students. Teaching is all done by volunteers. Part of the payback for the reasonable rates is a required few hours of "hard labor" every so often. For beginners, this usually consists of tacking CSC flyers up around town. More advanced hands help with boat maintenance.

CSC holds an open house on the first full weekend of each month, where the public can come out and enjoy a free



LATITUDE/DR

*Although not sail training in the same sense that this article addresses it, it would be remiss of us not to mention the Californian Sea Cadet Program. Held aboard the lovely 145-ft state tallship 'Californian', school-age cadets learn seamanship, maritime history, ecology — and mostly a lot about themselves. For more information, contact the Nautical Heritage Society (in Dana Pt.) at (714) 661-1001.*

increases.

It's well worth a special note that Cal Adventures works with the Berkeley Police

primal Old Way and the polish of the professional sailing school/clubs. These organizations are far too unique for that.

introductory sail from 1 to 4 p.m.

Despite what may sometimes seem like a house divided against itself, CSC continues to turn out some of the hottest sailors around.

**Advantages:** Low key, informal organization; start in small boats — "In 20 knots of wind, a Lido 14 behaves like a 30-footer in 40 knots" — and work up to large; dirt cheap prices; a surprisingly rich and diverse social atmosphere; easy avenue to big boats with the Berkeley YC right across the harbor (racers often swing by the docks to pick up bodies on the way to a race).

**Disadvantages:** Low key, informal organization; battle scarred boats; more waiting around than other organizations; occasional risk that your volunteer skipper may not know much more than you.

**For More Information:** Call the Cal Sailing Club at 527-7245, or better yet, just drop by, sit on the steps and chat a while.

The Ocean Alliance, formerly known as the Oceanic Society, has been running learn-to-sail programs since 1976, and last year took about 100 people through their dinghy level (beginning) courses. Where most other Bay organizations draw their students from the local community, Ocean Alliance draws folks from as far and wide as the guy who last year commuted from Placerville. "I think the idea of learning from a conservation organization is important to many of our people," says OA director Jane Piereth. Ocean Alliance, for those of you who don't know, is heavily involved with Bay conservation and ecology, including nature walks, whale watching and educating school-age children into the wonders of the sea.



FREEDOM YACHTS

To some, sailing offers a special freedom. Here a wheelchair-bound sailor slides into the cockpit of a Freedom Independence.

Beginning classes will be held in two areas in 1990: safe and sane Richardson Bay, and off the co-sponsoring Loch Lomond YC.

## SAILING SCHOOLS AND SAILING CLUBS

*Curriculums, courses and tuition varies widely for basic sail training courses at Bay Area Sailing Schools. For example, one school may offer an advanced ratings through six or more shorter courses -- Basic I and II, Intermediate I and II, etc., -- while another may do it in only three longer classes. Expect to go through basic, intermediate and sometimes advanced courses (40 to 60 hours of instruction) before you're qualified to "solo." All schools listed here offer continuing education courses, seminars, cruises, group charters and other activities. They'll be glad to give or send you information for the price of a phone call.*

| school                      | location   | phone                            |
|-----------------------------|--|----------------------------------|
| Cass' Marina, Inc.          | Bridgeway at Napa St., Sausalito Pier 39, San Francisco  | 332-6789                         |
| Club Nautique               | Kappas Marina, Sausalito Ballena Bay, Alameda  | 332-8001<br>865-4700             |
| Club Sail                   | Manner Square, Alameda   | 522-7423                         |
| D'Anna Sailing              | 11 Embarcadero West #100, Oakland  | 451-7000                         |
| Dave Garrett Sailing        | Schoonmaker Point, Sausalito 445 Seaport Ct., Redwood City                                       | 331-3364<br>367-0850             |
| Horizons Sailing            | Mariners Village, Alameda  | 521-5370                         |
| Olympic Circle Sailing Club | Berkeley Marina, Berkeley  | 843-4200                         |
| Sausalito Sailing Club      | 2310 Marinship Way, Sausalito  | 331-6266                         |
| Spinnaker Sailing           | Pete's Harbor, Redwood City South Beach Harbor, Pier 40, SF 3160 N. Shoreline Dr., Mountain View | 363-1390<br>543-7333<br>965-7474 |
| Tradewinds Sailing Club     | Marina Bay, Richmond Sacramento  | 232-8188<br>(916) 483-2780       |

Many of the Alliance's teachers, all volunteer, have many years of seagoing experience under their belts. Big boat classes are conducted on members' boats.

Ocean Alliance runs its own "sea camp" for young people. Disadvantaged youngsters may apply for a limited number of scholarships to this program offered by the Sausalito Tallships Society (call Ed Griggs at the Bay Model, 332-3870).

Ocean Alliance also trains the trainers. This year's Level 1 Dinghy Instructor's courses for USYRU certification will be held on March 16-18 and again on March 23-25. The \$125 tuition all goes to USYRU.

**Advantages:** A real family atmosphere; two locations; and a very popular Angel Island cruise/barbecue/graduation to end the courses.

**Disadvantages:** On the pricey side, but if you have a shred of environmental consciousness in your body, it's money well spent.

**For More Information:** Contact Jane Piereth at the Ocean Alliance, (415) 441-

5970.

The Boy Scouts of America began their Sea Scout program in 1912. In 1969, it went co-ed and officially became the Sea Exploring program. No one at the BSA seems to mind that most people still refer to it by the former name.

The Boy Scouts were chartered by Congress to "provide character building programs" for American kids, and we can't think of any better example than this. You don't have to be a Scout, you don't have to join the Scouts — you don't even have to be a boy. All you need to do is pay a whopping \$7 a year membership, an only slightly higher monthly fee (which varies as to which Sea Exploring program you take) and be between 14 and 20 years old.

For that you get not only sail training, but instruction in marlinspike seamanship, sculling (rowing), radio instruction and more. Exact curriculums are tailored to individual area BSA councils. There are Sea Exploring programs in all Boy Scout councils in all areas.

# LEARNING

of Northern California that are near the water. About 400 kids went through the Sea Exploring program last year.

Advanced sail instruction courses are run out of Camp Oljato on Huntington Lake. Sea Exploring also runs at least three major regattas a year for Northern California councils.

**Advantages:** Very inexpensive; nice variety of non-sailing-specific courses.

**Disadvantages:** We're still trying to think of one.

**For more information:** Call Bob Dillard at (415) 327-5900.

This is the 37th year of operation for the **Lake Merritt Sailboat House's** sail training programs. All classes are held on beautiful Lake Merritt (which as we all know is really a salt-water arm of the Oakland Estuary). The Boathouse is operated under a grant from the Oakland Department of Parks and Recreation, whose members, we hope, are as proud of its operation as they should be.

Classes run from March to October. Beginning instruction is in small boats. Beginning classes run \$55 for Oakland residents and \$65 for nonresidents, with discounts available for youngsters 10 to 17, and oldsters over 60.

**Advantages:** Primo location for Oakland residents; proven track record; large amount of classes offered on weekends and weekdays.

**Disadvantages:** You pay a little extra if you drive from Walnut Creek. Big deal.

**For more information:** Call John Balicki at the Lake Merritt Sailboat House, 444-3807.

## SPECIAL PROGRAMS FOR SPECIAL PEOPLE

Lake Merritt Boat House also runs the Adapted Boating Program, the only sail instruction agenda specifically designed for people with disabilities in the Bay Area. Also operating under a grant from Oakland Parks and Rec, the ABP program has been overseen since its inception in 1979 by Glo Webel.

On a good year, Glo reports that about 40 to 50 people go through the various courses. Disabilities of students range from spinal injuries (paraplegic, quadriplegic) to crippling diseases like Multiple Sclerosis and Cerebral Palsy, to deafness, blindness and even learning disabilities. And what these dedicated folks go through to get some of the less fortunate among us out on the water borders on the miraculous.

Initial teaching is done on Capri 14s, whose ample cockpit benches allow easy adaption of special seats designed and built by the staff. Once the student works out the balance and feel of the boat at his own pace, he can move to another boat like the El Toro or Super Sunfish. The program also runs a



surprisingly adaptable-to-students Hobie 16, and Challenger, a British-designed trimaran specifically designed for sailors with disabilities. All teaching is done on Lake Merritt.

(The center doesn't have one yet, but Freedom Yachts builds the only such American-built boat. Dubbed the Freedom "Independence," the Gary-Mull designed 20-footer features among other things a huge cockpit with bucket seats that swing from side to side around a central pivot.)

**Advantages:** They're pretty obvious.

**Disadvantages:** The only negative aspect to ADP is that it doesn't get a fraction of the recognition it deserves.

**For more information:** Call Glo Webel at Lake Merritt Boat House, (415) 444-3807.

## LEARN TO SAIL VACATIONS

As if there aren't enough possibilities

*It might be difficult to think of any group called the Magnetic Deviants Yacht Club as 'typical,' so we'll just say they're a good representative of the camaraderie felt by folks who learn to sail together. Formed three years ago during a Spinnaker Sailing group charter to the Caribbean, the 10 to 15-strong MDYC has stayed together. They now arrange their own annual group charters, saving money and — obviously — having a good time.*

right here in our own backyard, these days you can even learn to sail on your vacation! Just about anywhere there's water in the United States, you can find a sailing school. The National Sailing Industry Association has even set up a toll-free referral service that will tell you what's available in any area of the continental U.S. you're planning to visit. You can reach "Learn to Sail Vacations" at (800) 447-7400.

The bellwether program of this genre is Steve Colgate's Offshore Sailing School. OSS



SUZANNE STALTER/COURTESY MAGNETIC DEVIANT YC

runs a seasonal program out of City Island, New York, and year-round training in Florida, the British Virgin Islands and St. Lucia. For several of the upper echelon courses, such as "Live Aboard Cruising," they team up with The Moorings, one of the top names in Caribbean chartering.

**For more information:** Call the Offshore Sailing School headquarters at (813) 454-1700, or write for a brochure to Offshore Sailing School, 16731 McGregor Blvd., Ft. Myers, FL 33908.

#### CONTINUING EDUCATION

Though this article is intended for beginning sailors, we can hardly end without reiterating the old tenet that you never stop learning. In one of our favorite analogies, one East Bay sailing club owner says "What most self-taught sailors know is like Swiss cheese. There's a lot of cheese, but there are also little holes." We'll buy that. We'll also buy

that some of us will spend our whole lives simply sailing around those holes. The rest, hopefully, will try to fill the gaps.

One of the easiest ways to do this is by taking advanced or specialized sailing courses, which are available through almost all the organizations already mentioned. ("Swiss Cheese" students make up about 25 to 30 percent of the clientele at most sail-training places.) Examples of advanced courses are spinnaker handling, coastal navigation and bareboat chartering. There are scads of others. In many cases, teaching is done on the student's own boat.

But it isn't only self-taught sailors who benefit from these courses. Sailors who have been away from the sport for a while or those new to the Bay Area are also prime candidates for refresher courses at the various schools and clubs. To those unfamiliar with San Francisco, our local waters with their stiff breezes and currents can appear pretty foreboding.

You can also enhance your sailing education at any of the many, many lectures and seminars held around the Bay Area every year. Some are free, in which case they'd probably appear in our *Calendar* section. Others cost some bucks, but are worth it if you want to really learn, for example, celestial navigation. College of Alameda and College of Marin are two places that come to mind for the latter. A call can get you the information you need.

Three current seminars well worth specific mention are those for the Catalina Race, Singlehanded TransPac and West Marine Pacific Cup. While the content is bent toward racing, much of the information presented at each of these free seminars is applicable to any sailor who hopes to one day make a blue water passage. Subjects vary widely, from provisioning to self steering to sail selection. Keep an eye on *Calendar* for specific dates and phone numbers of these and other seminars.

Just so you hardcore racers (or those aspiring to hard-core) won't feel left out, we'll also put in the good word for the North U courses. Called the Smart Course and Fast Course, these \$275 weekend-long workshops are held at the North loft in Alameda. The Fast Course, held in even years, deals with go-fast hardware, sail trim, rig tuning and so on. The odd-year Smart Course addresses racing rules and tactics. We're sorry to report that the courses both run in February, so you've just missed the Fast Course for 1990.

However, what's this? North U has added a one-day Cruising Course, new just this year. It's coming up March 17 and costs just \$75. For more information, call North

Sails at (415) 522-5373.

W

ell, puff, puff, pant, pant — that's about it. If after all that you can't get started sailing, you have some serious problems.

You know how we like metaphors, so we'll end this epistle by harkening back to the musical analogy. Graduation from a sail-training organization does not mean you know everything there is to know about boats. It means you've learned to read notes and put a few chords together. The only way to really get good is to practice, practice and practice some more. Sooner or later, probably

#### BOATING SAFETY CLASSES

You cannot learn to sail at a U.S. Coast Guard Auxiliary or U.S. Power Squadron Boating Safety Class. However, we feel the USCGA and USPS boating safety courses are so valuable that they should be mandatory supplements to whatever learn-to-sail course you decide upon. Which is why we include them here.

Teaching is done by volunteers in a classroom. Classes run 13 weeks (one weeknight a week) and are free except for a small materials charge that rarely exceeds \$25. Class structure and curriculum for both CG Auxiliary and Power Squadron classes is similar, dealing with boating safety, rules of the road, marlinspike seamanship, basic navigation and so on. (Sailing theory is included in some classes, but you can't learn to sail solely by reading *Chapmans*. You have to get out on the water with somebody who knows what they're doing.)

Unfortunately, by the time you read this it may be too late to sign up for the latest round of classes, most of which began in January or February. Some classes allow late comers to catch up, though, so it's worth a shot. The next round doesn't begin until later this summer.

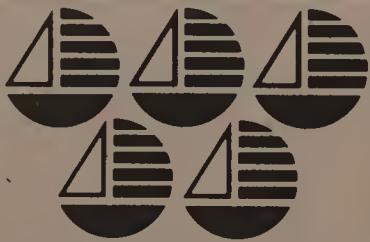
**For More Information:** Boating Safety Classes are offered all over Northern California. For a location near you, call the director of the USCG Auxiliary at 437-3310, or the U.S. Power Squadron central number, 655-2454.

well before you even realize it, you and your boat will be making beautiful music together.

— latitude/jr

Boating journalism has myths of its own, like "You can find all the items all the time" when putting together a "complete" guide of any kind. With such a diverse grouping, we can't help but think we might have overlooked a program or two. If we did, please let us know. We'll be glad to run a notice of it in a future issue.

# OLYMPIC CIRCLE SAILING SCHOOL



- Lessons • Charters
- Club Memberships

Call for Free Brochures  
Open 7 Days a Week

(415) 843-4200

#1 Spinnaker Way Berkeley Marina, Berkeley CA.



## SPINNAKER SAILING

### SAN FRANCISCO'S SAILING CENTER

The most ideal charter location on the Bay.  
Choose from over 20 boats, 22-45 feet.  
Call for our FREE Brochure.

- Charters • Lessons • Sailing Club •

Pier 40, South Beach Harbor  
San Francisco, CA 94117  
415-543-7333



1st Charter  
**FREE**  
With Sailing Club  
Membership.  
Call For Details.



# HORIZONS CHARTER AND YACHTING ASSOC.

**SAVE \$100**

LEARN SAILING OR POWER BOATING

*Included in your membership:*

- \* Basic Sailing Lessons
- \* Intermediate Sailing Lessons
- \* Two-hours of private lessons
- \* Certification
- \* Horizons duffle bag, visor, polo shirt, coffee mug

Horizons has the best fleet on the San Francisco Bay, both power and sail, from 20' to 47'!

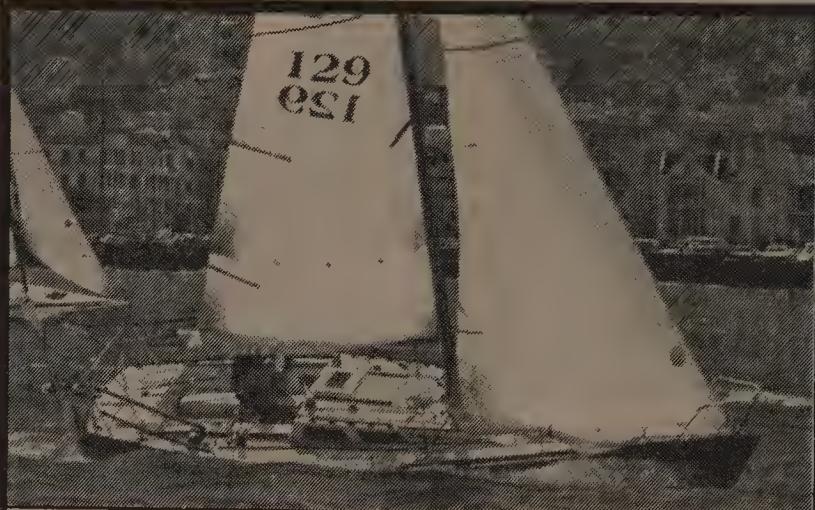
More than 30 yachts to choose from!

Horizons instructors are USCG licensed, experienced, articulate, gentle, kind, and fun!

1030 Marina Village Parkway Alameda, CA 94501

415/521-5370 FAX 415/769-1587

Offer expires March 31, 1990.



## A RARE OPPORTUNITY

We currently have openings for six boats in our charter fleet in the 24' to 40' range. Beneteaus, Olsons, Js, C&Cs and Other Quality Boats that are New or in Like New Condition

**HAVE YOUR BOAT  
START PAYING FOR ITSELF!**

## DAVE GARRETT SAILING

Sausalito (415) 331-3364  
LESSONS • CHARTERS • SAILING CLUB

## LIMITED OFFER



SAVE \$515!

Reservations made during March for our special sailing program will be billed at \$495 instead of \$1010.

### Learn to Sail for \$495

(*a savings of over 50%!*)

Spend just five days with us learning to sail aboard 24 to 30 foot sailing yachts worth up to \$60,000. Your instructors will be hand picked, U.S. Coast Guard licensed captains with years of experience. When you graduate, you'll be certified by the American Sailing Association to skipper up to a 30-ft sailing yacht.

If you do not pass this course, you can take it over, *free!!* That's how sure we are you'll be skippering a 30 footer in just five days.

### Why Are We Doing This?

**Reason Why #1:** Right now, before Opening Day of the yachting season, we're not as busy as we'll be later. We'd like to put our excess capacity to good use training new sailors.

**Reason Why #2:** Experience has shown us that our own students make the best charter customers. They have been trained in a demanding sailing area and when they come back to us to charter, they take good care of the boats. We're simply planting seeds.

**Reason Why #3:** According to a Gallup survey, 49% of the population of the USA wants to go sailing, but only 4% do. With San Francisco Bay at our doorstep, that seems a shame. We want to crack the other 45% of the market.

**Reason Why #4:** Students who have taken this course often join Club Nautique and continue on with advanced training. After sailing with us and experiencing first hand the quality of our instruction, equipment and facilities, they won't go anywhere else. You may do the same.

**Reason Why #5:** This is a great value and *you can't lose!* You'll learn to sail and become certified to skipper a 30-ft sailboat in just five days, *guaranteed*, or you can repeat the course **FREE** until you pass.

Call us toll free today to reserve your space!

(800) 343-SAIL

**Club Nautique**



Alameda  
(415) 865-4700

Ballena Bay

Sausalito  
(415) 332-8001

Kappas Marina

# Looking for a Sailing Club or Sailing School??



## TRADEWINDS

### The Best Value in Sailing Today!

#### Here's Why:

1. Lowest boat daily use fee.
2. Variety of sail boats 22-40 ft
3. Club house and restaurant
4. Best Bay location
5. Oldest sailing school in Northern California
6. All boat-use fees can be applied to boat purchases

Northern California's Oldest Sailing School

CALL FOR DETAILS

 **Tradewinds**  
*Sailing Club*

In Richmond or Sacramento

**1-800-321-TWSC**

## BRING US YOUR BOATS!

The CAL SAILING CLUB is seeking donations of quality boats to help maintain our

30 year tradition of instruction in expert seamanship and boating safety.



Contact Sam Schumsky at  
(415) 525-9532 for details

The Cal Sailing Club

### CHARTER THE NIFTY FIFTY "STRIDER"

Nelson/Marek  
55 ULDB

Join the 1990  
Fabulous Fifty  
Season

Available for:

- ★ San Diego Y.C. Cup May 5-6
- ★ Long Beach Race Week June 8, 9, 10
- ★ Oakland/Catalina July 7, 8, 9
- ★ Santa Barbara to King Harbor, Aug. 3
- ★ PHRF Championships, Aug. 10, 11, 12
- ★ Los Angeles to Cabo, Nov. 9

2 Time Cabo Class Winner

Available for Racing & Cruising  
Charters. She's Extremely  
Comfortable & Very Fast!!

Call Dave Pickett  
(801) 521-2332



## OFFSHORE & COASTAL CLASSES IMPROVE NAVIGATION & CRUISING SKILLS WHILE SAILING



FOR A CLASS SCHEDULE  
CALL (415) 372-0144

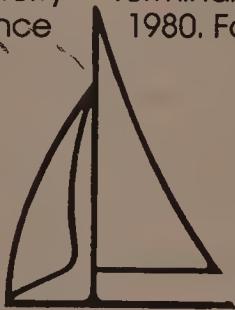
### CRABTREE MARITIME SERVICES

USCG 100 TON MASTERS LICENSE  
INSTRUCTOR, DEPT. OF NAUTICAL  
SCIENCES COLLEGE OF ALAMEDA

### DELIVERIES • CHARTERS

## CHARTERS – Sail & Power Vessels

*Start your vacation in the Gulf Islands.*  
Located near Victoria International Airport and  
ferry terminals. Family owned and operated  
since 1980. For details and reservations  
contact Fran at:



**GULF ISLANDS  
CRUISING SCHOOL LTD.**  
P.O. Box 2532S  
Sidney, B.C. V8L 4B9  
Phone: (604) 656-2628

## DONATE YOUR BOAT TO SEA SCOUTS

### POWER OR SAIL

- YOUR DONATION IS TAX-DEDUCTIBLE. LET US SHOW YOU THE ATTRACTIVE VALUE AND SPEEDY TRANSFER THAT WE CAN ARRANGE.
- ELIMINATE BROKER FEES, ADVERTISING AND BERTHING.
- HELP INSTILL THE LOVE OF THE SEA AND BOATING INTO THE YOUTH WHO PARTICIPATE IN SEA SCOUTING. SEA SCOUTS ARE LOOKING FOR ANY CRAFT, POWER OR SAIL, IN SERVICEABLE CONDITION.
- 1990 TAX CREDIT



CALL US TODAY!!

OLD BALDY COUNCIL  
BOY SCOUTS OF AMERICA  
(Ask for Larry Abbott)

**1 (800) 333-6599**

# CHARTER A SANTA CRUZ 50

## "Fast is Fun" and Affordable

### Standard Rates and Dates

| Date    | Race                                     | Miles | Fee      |
|---------|--|-------|----------|
| Feb 3   | Manzanillo & MEXORC                      | 1,100 | \$15,000 |
| Feb-Apr | Whitney Series-5 Medium Length Events    | 20-60 | \$4,500  |
| Mar 31  | Ano Nuevo/Monterey Cup                   |       | \$2,500  |
| Apr 27  | Newport to Ensenada (Beer Run)           | 160   | \$5,500  |
| May 26  | Long Beach to Dana Point                 | 40    | #1,300   |
| May 19  | Santa Barbara to Ventura "Hardway Race"  | 110   | \$1,650  |
| June 1  | Long Beach to San Diego "Moonlight Race" | 100   | \$1,650  |
| June 2  | Channel Islands to Santa Barbara Island  | 100   | \$1,650  |
| June 8  | LBYC Race Week (SC 50 Class Racing)      | Local | \$4,000  |
| June 23 | Channel Islands to Marina del Rey        | 75    | \$1,300  |
| July 1  | Marina del Rey to San Diego              | 120   | \$2,500  |

| Date       | Race                                   | Miles  | Fee      |
|------------|--|--------|----------|
| July 4     | Pacific Cup & Kenwood                  | 2,000  | \$19,500 |
| July 7     | Oakland to Catalina (Great Fun!)       | 400    | \$5,500  |
| Aug 3      | Santa Barbara to King Harbor           | 120    | \$2,500  |
| Aug 4      | Newport to Coronado                    | 90     | \$2,500  |
| Aug 31     | Windjammer                             |        | \$3,000  |
| Sept 1     | Long Beach to Dana Point               | 40     | \$1,300  |
| Sept 23-29 | St. Francis Big Boat (SC Class Racing) | SF Bay | \$5,500  |
| Sept 29    | Dana Point to Oceanside                | 75     | \$1,300  |
| Oct 5      | San Diego to Ensenada (More Hussongs!) | 75     | \$2,500  |
| Nov 9      | LA to Cabo San Lucas                   | 950    | \$10,000 |

Daily Rates: \$650 for other events and corporate entertainment.  
 Cruising Rates: \$650 daily for days 1 and 2, \$350 each day thereafter.  
 4 day "long weekend" package for \$1,500.

### SANTA CRUZ 50 RACING IS LIKE NO OTHER

- ★ Easily handled by 6 - 18
- ★ Big boat competition at 1/2 '70' Rater prices

- ★ Phenomenal speeds
- ★ 'Class within a Class' one design racing

RACE  
A  
WINNER!  
CHARTER  
THE  
SANTA  
CRUZ-50  
*Ralphie*

Available for Newport >>> Ensenada  
Pacific Cup / Kenwood  
and Lots More!!!

*Ralphie* is the finest Santa Cruz 50 on the market. She's won a trophy in every major race entered since being totally refitted in 1989 and is now available for all offshore race's as a bareboat charter. Fully equipped including 27 bags, Sat Nav, Loran, SSB, Ham, Datamarine Chartlink Navigational system, refrigeration, Hercules 360 Instruments with Mast Readouts, B&G with computer interface capabilities, polars, etc. New state of the art elliptical rudder and much more. You can also race her down to Ensenada or over to Hawaii and we'll bring her back.

PERFORMANCE CHARTERS HAWAII

INFO? Call Bill Boyd 213/434-7723 or 714/883-1717

Thank you for 8 years patronage!  
 Now, another "First" from Foolproof Marine:  
**WIN A TROPHY**  
**EARN A 50% REBATE**



BE IN THE FAST LANE  
IN SOUTHERN CALIFORNIA

SC50: Emily Carr  
Soveral 55: Shadow

That's right, win, place or show while chartering from us and earn a 50% rebate on the bare boat charter fee. This is the best way I can think of to be your partner in the race without being with you on the race course. So... If you're confident in your crew and inclined to "Go for the Gold"

CALL LANI SPUND OR JUNE LUNDSTROM  
FOR COMPLETE DETAILS

**SOUTH: 818/353-6689 - NORTH: 408/354-8515**

FOOLPROOF MARINE - 16197 Maya Way, Los Gatos, CA 95032

# WORLD OF

This month, we have reports on **honeymooning in Polynesia** (part two); chartering in **Greece**; a wish list of **luxury charters**; and, last but not least, some random **charter notes**.

## Polynesian Honeymoon, Part Two

(Editor's note: This is the continuation of John and Ann Marsh's account of their sailing honeymoon in French Polynesia. Part one appeared in the January issue).

Bora Bora is a 50-mile downwind — usually — sail from where we were in Huahine. Fortunately for those of us on

women if anyone at all — and dazzling underwater life. The island has good restaurants and the provisioning was easy. The occasional Yankee transplant was handy to trade stories or offer information and insights.

Our plan was to eventually return our boat to her base via the southwest coast of Raiatea, where we had heard there were beautiful waterfalls, great snorkeling, terrific hiking and a rugged coastline with plenty of hidden sandy beaches. We never did see that side of Raiatea; Bora Bora proved so irresistible we stayed a couple of extra days and ran out of time.

Every anchorage on Bora Bora was our favorite, including all those inside of the motus behind the barrier reef. Short dinghy rides from any of these brought us to unbelievable snorkeling and truly magnificent beaches. One of the best adventures, at the 'coral garden' located at the southernmost end of Taurere, a motu on the reef at the southeast end of Bora Bora, was recommended by Heather and Steve off the San Francisco-based Nor'Sea 27, Tandem Cay. With a good current running east to west in six feet of water, you start snorkeling from the eastern edge near the reef. The current then takes you on a half-mile ride over incredible coral

gardens laced with tropical fish and marine vegetation that makes *Fantasia* seem uninspired.

We'd met Heather and Steve in passing one morning after noticing they were from San Francisco. I told them I had a present for them and ran down to the dinghy. "Looks like a *Latitude!*", Steve shouted from 50 feet away. Envious, we asked them how they managed to leave their home and jobs for such a long time: "It's easy," they replied, "all you have to do is untie the dock lines." They'd left San Francisco last spring with the intention of just going to Mexico but decided to "just keep on going".

Easily one of the best places to visit on Bora Bora is Greg and Elaine Claytor's Hotel Oa Oa. They've got showers, water, a beach, windsurfers, a restaurant and a library — all of which they are happy to share with yachties. You can tell they cater to sailors from the Jimmy Buffet music. If you're lucky, Greg will pour you brandy all night while he takes your money playing lair's dice. If it gets late he might tell you how he bought the Oa Oa through a one line ad in the *Wall Street Journal* ten years ago. The Oa Oa, incidentally, is convenient to Vaitape, the main town with the best provisions.

Don't bother with the Bora Bora Yacht Club, which is nothing more than a

*Expecting to find the Waikiki of the Southern Hemisphere, the Marshs were pleasantly surprised with Bora Bora.*

Mucking around in the Motus.

vacation, Tahaa and Raiatea lie exactly halfway between. All of these islands are protected by coral reefs with narrow passes in and out; passes that can only be safely navigated with the sun directly overhead. Since you can't make it from Bora Bora to Huahine or vice versa before the sun gets low in the sky, charter companies prohibit sailing directly between the two islands.

The only pass into Bora Bora is through a cut along the reef on the west side of the island, so a sail from Tahaa or Raiatea gives the approaching mariner a view of the island's magnificent profile from the east, south and finally, west. With Bora Bora's dramatic 2,000-ft basalt peaks, barrier reefs and blue lagoons, the panorama is sensational!

With the island's history of naval stations during World War II, expensive hotels, luxury resorts and playgrounds for Hollywood's moviemakers, we were under the impression Bora Bora was the place where the 'elite meet to cheat'. Expecting to find the Waikiki of the Southern Hemisphere or the Coney Island of the Pacific, what we really found were the most perfect beaches — inhabited by topless



# CHARTERING

restaurant. The management was not friendly and has no interest — despite its name — in the sailing community.

A much friendlier spot was Bloody Marys, where the manager Kiwi John greeted us with: "You're overdressed, you've got your shoes on!" The floor of the establishment is white sand obtained from the beach across the street. After a few hours of drinking and friendly chatter, we had our choice of a wide selection of fresh fish — none of which I'd ever seen before. What a fine meal!

Another 'must see' is the Hotel Bora Bora, one of the most fabulous resorts in the world. The snorkeling in front of the underwater bungalows is terrific.

Having seen it all, we realized that Bora Bora is nothing like Waikiki or Coney Island whatsoever. There are far, far fewer natives and tourists than we had anticipated — perhaps because much of Bora Bora's beauty can only fully be appreciated with a boat and dinghy.

After turning our boat back in, we realized that all of French Polynesia had been a paradise. And we agreed that chartering a boat was what really made it special; were it not for that we couldn't recommend French Polynesia as highly.

We were very pleased with our ATM yacht — and are confident the nearby Moorings has a fine fleet also. The sailing was relaxing, with 8 to 15 knot winds, inside or outside the barrier reefs. We'd been warned the anchorages were all deep water, but we usually found places to drop

the hook in 40 feet with sand. There were plenty of anchorages offering excellent protection. Navigation was all line-of-sight, and the barrier reefs and passes were well marked. The weather was perfect; 80 to 85° each day. The water was about the same.

We found the sailing to be less formidable than the Caribbean and overall enjoyed French Polynesia much more. The towns were cleaner, the provisions better with more fresh produce and good meats, and the beaches were nicer and more plentiful. The biggest difference however, is in the density of people and boats. There are way more people and boats in the Caribbean I suspect that French Polynesia is like the Caribbean was 15 years ago. The only problem is that the weather is best from May thru October — when it's the best in Northern California.

Well, there is another problem; it's not cheap. But that's just another reason why the only way to visit is by sailboat.

Our overall recommendation? Get down there right away!

— john marsh 12/20/90

## Chartering in Greece

I did a mid-July bareboat charter with GPSC in the Sardonic Gulf of Greece and had a fine time. As an outfit GPSC was very professional and did everything they had agreed to. There were no scams, surprises or broken promises. Individually they were a very pleasant group of people

who seemed to have a genuine interest in making my charter a enjoyable one.

As is the case with many bareboat charters in Greece, the company arranged for me to charter a privately-owned yacht. A 1974 Carter 33, *Smaragdi* might seem a



COURTESY MYSTERY CONTRIBUTOR

*Puzzling over an outdoor chess game on the beach in Greece.*

little old to charter. The truth is she was in such excellent condition that I wanted to buy rather than charter her. She had many upgrades that added to my comfort and safety. All systems on the boat, from refrigeration to the shower bilge pump, working perfectly for the duration of the charter. Information on the boat's systems and area charts were cataloged in a way that made finding them a snap.

My boat check-out was handled by George the owner, a soft-spoken, knowledgeable sailor who took no shortcuts in making sure I understood his boat. He spent more than two hours going over everything with me.

Starting in mid July, I spent two weeks cruising the Sardonic Gulf, which is just south of Athens, and the nearby islands. This is the 'Milk Run' for bareboat charters in Greece as it's fairly safe and there are lots of places to see in a relatively small area. I visited Aegina, Poros, Hydra, Porto Kheli, Epidavros, Dhoroussa and Perdika. Although some of the islands tended to be overrun with tourists, Greece still seems to be a place where you can drift with your thoughts.

# WORLD OF

All in all, it was a great first charter in the Greek Islands and GPSC was first-rate. I now know the perfect sailing recipe: beautiful scenery with warm breezes and an occasional dash of Force 6 winds.

— john mastrom  
avlonari  
south beach

## Luxury Charter Yachts

For those of you who have either made or inherited some 'real' money and are looking for something different in a charter, may we suggest one of the luxury yachts from the Camper/Nicholson stable? These are larger boats, outfitted in the style of Fifth Avenue apartments, and staffed by deferential crews. These are the charters that, if you have to ask what they cost, are too expensive. The following are but a few examples:

**Endeavor**, the 130-foot J Class yacht recently restored to the tune of \$10 million by newsprint heiress Elizabeth Meyer, accommodates 10 guests in her solid-cherry panelled interior. Built in 1934, *Endeavor* sports an authentic J Class rig that includes

gaff Schooner built in 1902, also hosts up to ten guests. Although she has five mahogany-panelled staterooms, some with wood-burning fireplaces, guests are expected to share "two spacious, well-fitted bathrooms". She's got all the modern toys, however: Avon hard-bottom, waterskis, jet skis, windsurfers, scuba equipment and compressor, skeet trap, telex and 12 crew. Prices start at a mere \$41,200/week.

**Puritan**, a 102-foot gaff schooner designed by Alden and built by the Electric Boat Company, is the perfect traditional vessel for those seeking a luxury charter on a tight budget. Maintained to reflect the glamor of the '30s, which means not all heads are ensuite, *Puritan*'s eight person crew hosts eight guests from a mere \$18,000/week.

**Three Generations** is a Jongert 88 for those looking for something in modern Danish sailing excellence. Her teak and leather interior combined with spacious decks and all the toys — bicycles included — are sure to please up to six guests from just \$21,000/week.

**Ocean Leopard**, launched in 1988, is

cabins with showers ensuite, two with double berths. Her split level main salon is 20-feet wide. *Ocean Leopard*'s five person crew entertains up to eight guests for as little as \$16,000/week.

**Sinbadsan** and **Virago**, a couple of Perry-designed CT-65s built especially for the charter trade, are said to "combine the ultimate in marine technology and the charm of old clippers". Outfitted to the highest standard of the Taiwan boatbuilding art, the former accommodates eight with two doubles and two singles (each with toilet ensuite) while the latter accommodates six with three doubles. Both fully air-conditioned, charters on *Sinbadsan* begin at \$12,320/week; on *Virago* at \$17,500/week.

**Sandpiper**, a Skye 51 whose two crew tend to the needs of up to six guests, is the least expensive sailing vessel offered by Camper/Nicholson. Her prices start at just \$6475/week.

What's meant by "from X-dollars/week"? Some boats are operated under W.M.T. (Western Med Terms), which means the base charter fee includes only the hire of the boat, crew and insurance. Food, booze, fuel, harbor expenses, 'deadhead' fees and crew gratuities are additional. *Endeavor*, *Shenandoah*, *Puritan*, and *Three Generations* all charter under W.M.T., even when they are in the Caribbean. 'Extras' on these boats can run from as little as \$5,000/week to tens of thousands if, like some, you have the boat's owner have his flight crew whisk the Lear jet from the Caribbean to Florida to pick up some fresh broccoli or the bikini lady of the charter left at home.

Other boats such as *Sinbad*, *Virago*, and *Sandpiper* charter under C.T.H., which is Caribbean Terms. Under this program, the prices include the boat, crew, insurance, running expenses, harbor dues, breakfast and lunch — sometimes dinner — but normally not soft drinks, alcoholic beverages and cruising fees — and certainly not crew gratuities.

Before any of you say, 'Who the devil would spend all that money for a sailing charter?', take a minute to consider powerboat charters, which are even more expensive. The rule of thumb for the better power yachts is about \$10,000/week per person for just for the boat and crew. This would include quality vessels such as the 156-foot *Azzura* (10 guests for \$105,000/week), the 171-foot *Destiny* (14 guests for \$147,000/week), and the 176-foot *Galu* (12 guests for \$119,000/week). Once again, this does not include the food,



LATITUDE/RICHARD

What? How much per week?

a 63-foot boom. Fear not, however, there's a ten-person crew armed with hydraulic winches so you'll not be called on to grind in the main with a Barent 28. Charters start at \$60,000/week.

**Shenandoah**, a 160-foot three masted

another state-of-the-art charter vessel. Based on a Doug Peterson-designed 81-foot hull, she accommodates eight guests in four

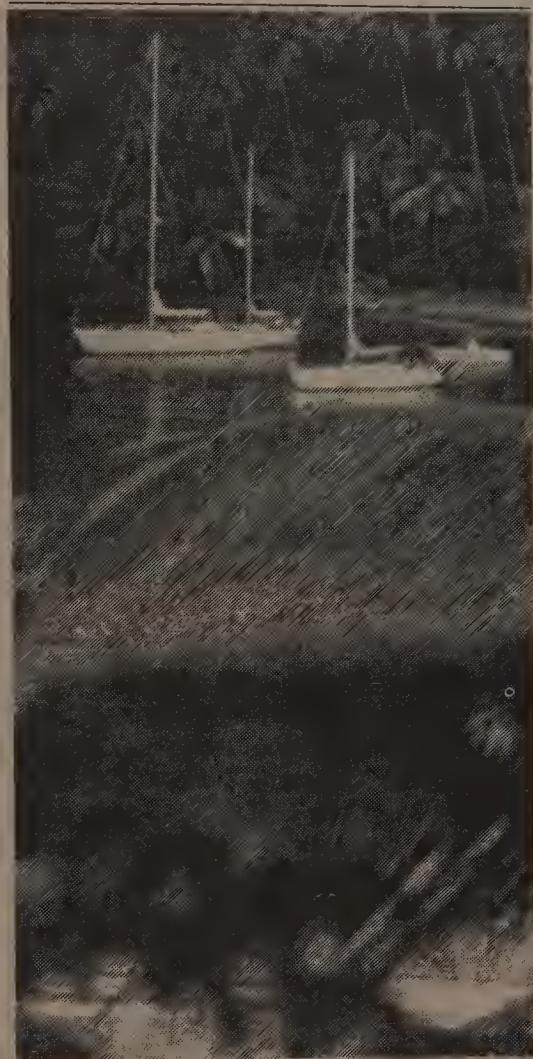
# CHARTERING

booze, harbor fees (which when you take a 176-footer to the Aga Kahn's marina in Sardinia, can be substantial), crew gratuities (15 to 20%), or the real wallet-buster, running expenses. The reason why so many huge powerboats sit in marinas during charters is that the charterers never had a clue how much fuel it takes to move a 176-footer at her 16-knot cruising speed. To give you a hint, *Galu* carries 30 thousand gallons of diesel!

Of course, if you want to charter a *creme de la creme* motor yacht, you're going to have to be willing to open your wallet wide. Take British publishing baron Robert Maxwell's 180-foot *Lady Ghislaine*. Although designed for just ten guests (12 if two are willing to use Pullman berths), she has four decks, a complete gymnasium and disco, a formal dining room, elegant owner's suite, two satellite communications systems, mopeds — and is lit up at night like the Arc de Triomphe. As they say with expensive homes, "price on application". We'd guess \$250,000/week, everything included, for ten. *Trump Princess*, another 100-feet longer, would naturally go for quite a bit more.

As for who would spend \$15,000 to \$250,000/week on a charter when other folks get very nice 50-foot bareboats for \$4,000/week, the answer is simple: nobody we know. Having been anchored right next to yachts like *Lady Ghislaine* on a number of occasions, the people seem to be hermits — if not prisoners — of their wealth. Claire Francis, noted former singlehanded sailor who wrote the preface to the Camper/Nicholson catalog, described her seemingly typical experience on such a luxury charter:

"It's all too easy for the days to slip away in late breakfasts, long conversations under the awning, brief walks, long naps and expensive forays to the bars and boutiques. In less than a day we feel harbour stupor setting in, and readily agree when the skipper suggests sailing to a quiet anchorage. It is possible to spend weeks in this indolent way, impervious to anything but the sun and the sea and the next meal. Indeed some charterers do nothing else, choosing to separate themselves entirely from life on shore. Such sybaritism is tempting, yet two days of such meandering made us restless. We are in the mood to explore. For that is what chartering is all about — the freedom to sail or not to sail, to investigate or ignore, to rot in harbour or isolate oneself in some uninhabited bay. Whatever cruising ground one chooses, I



LATITUDE/RICHARD

St. Lucia, a popular flotilla-charter destination.

would be sure to have a yacht that was fully crewed. Anything to escape the cooking and provisioning. If someone else does the sailing, I don't mind that either."

Far be it from us to judge, but it seems that all that singlehanding sailing might have taken a heavy toll on Claire, bringing on a cheerful "indolence" and "stupor", allowing others to get her sailing kicks for her. But what do we know?

If you're interested in any of these boats or a charter of this nature, give Camper/Nicholson a ring in either London, Cannes, Monte Carlo or Palma.

— latitude

## Charter Notes

Sailors bound for a charter in the waters from Anguilla to Dominica (including St. Barts, St. Martin, Anguilla, Antigua, St. Kitts, Guadeloupe, the Saints, etc.) would do well to pick up a copy of Chris Doyle's *Cruising Guide to the Leeward Islands*. Just revised and with lots of new color photographs, the book is a major improvement on what had already been the 'bible' for those waters. The influence of Cruising Guide Publication's Nancy Scott, co-author of the best charter cruising guide we've seen, the *Cruising Guide to the Virgin Islands*, is evident throughout. We hope

Doyle's fine revision of his guide to the Leeward Islands will inspire a similar revision to his *Sailor's Guide to the Windward Islands*.

The three guides listed above pretty much take care of all your navigation needs from Puerto Rico to Grenada. They run between \$14.95 and \$16.95, and are available at all nautical bookstores.

Last November we published a letter from Oakland's Patti Henderson complimenting the 'tall ship' *Krestine*, which operates as a bed and breakfast. She wrote, "Without a doubt, it turned out to be the most wonderful weekend we've had in a long time; fabulous food, charming crew and a vessel packed with nautical facts and memorabilia. Capt. Darrah proved a most amiable host, never being at a loss for a wonderful, humorous story."

Bob and Lis Richardson of Forest Grove, along with two other friends, stayed on the *Krestine* in January but had a totally different experience. "We are both boat-owning couples and are familiar with boats and their limited space and heads, but the *Krestine* was an abomination," they wrote in a letter to the Gig Harbor Chamber of Commerce, which had recommended it. The Richardson's say the combination of a poor orientation, a captain who'd been drinking, unsafe fire practices, leaks, the overpowering smell of diesel, a near inability to get outside the vessel and a soaking wet bed resulted in a "night made in Hell".

That's a second opinion on the 86-year old Baltic Trader.

Long both a leader and innovator in the charter industry, The Moorings just announced that they will be having eight separate flotilla charters thru the less-travelled reaches of the Caribbean this summer. There will be four one-way charters from St. Martin to St. Lucia in June and July, and four others between Grenada and St. Lucia in June and July. Flotilla boats will be between 38 and 50 feet in length. Each of the flotillas will be accompanied by a Moorings 'mothership' "to provide a sense of security and offer a great deal of fun and camaraderie to the whole group". The charters starting in St. Martin will take 14 days with calls on Tintamarre, St. Barts, St. Kitts, Montserrat, Guadeloupe, Dominica, Martinique and St. Lucia. The charters starting in Grenada will take 12 days and call on Carriacou, Petit St. Vincent, Mayreau and the Tobago Cays, Mustique, Bequia and St. Lucia. If flotilla chartering is your thing, call for further information.

**ONE WEEK**  
from only \$**757** per person\*  
**INCLUDES**  
AIRFARE • YACHT  
PROVISIONING & LIQUOR

# IT'S YOUR TURN FOR A SPRING BREAK...

**Take the vacation you've been dreaming about.**

Choose from the most sought after tropical cruising grounds in the world - Virgin Islands - with its protected cruising and coastal anchorages - St. Maarten - with its continental charm and free port shopping - Grandines - with its unpopulated islands and challenging waters.

**...no other charter provides so much.**

Get the most out of your vacation with the "Bimini Inclusive Vacation." It provides you with the convenience of planning your coordinated vacation with one phone call - airfare, yacht and provisioning. Plus our charters provide you with many extras.

Extras that will add to your enjoyment - on board 110 power that gives you the convenience of a microwave, toaster, hairdryer and Blender (or your own Colex), and a gas barbecue for those grilling needs.

### **Extras that will add to your pleasure**

Like boating equipment to fill your active days: windsurfing, snorkeling gear, sailing gear and even an underwater camera to bring your memories home.

Every detail of the charter is planned with you in mind. Before you leave home we'll send you a cruising guide to help you plan your itinerary. And when you're at our marina you'll receive a detailed briefing of your cruising area.

We'll meet you at the airport and bring you to your waiting yacht at our marina. Your charter includes a generous provisioning of breakfast, lunch and snacks each day for every day. Plus you select 4 dinners per person for on-board dining. And in the evenings you are free to enjoy some of the famous Bimini restaurants.

\*Rate valid for a minimum of 7 nights. Open to size of yacht, season, cruising area and departure day. Not included in price are airfares, meals, gratuities, laundry, telephone calls, and security deposit.

**The Bimini Fleet has the yacht for your cruising pleasure ...**

Our sailing yachts range from the traditional Island cruisers of Endeavour and Whimby to the performance cruising of CS and Jeannine.

The power fleet offers you the flexibility of a traditional island trawler to the full planning boat of HSC.

All luxuriously equipped, our yachts are tailored to accommodate from as few as 2 people on a 36' yacht up to 9 people on a 55' and everything in between.

**Plan your dream vacation now ...**

When you add it all up, the value of a Bimini vacation is hard to beat. To get started all you need to do is call us at

**1-800-444-3996.**

**Act now,** to ensure the availability of the yacht and cruising area of your choice.

**A chartering vacation you can rely on.**

**The Bimini**

**YACHT CHARTERS**

Virgin Islands • Bimini • Bahamas

701 Enterprise Rd. E. Suite 903  
Safety Harbor, Florida 34695  
813-799-3996  
1-800-444-3996



THIS SUMMER, WHY NOT CRUISE  
ONE OF THE FINEST CRUISING WATERS IN  
THE WORLD, THE  
**SAN JUAN & CANADIAN GULF ISLANDS?**  
CHECK WITH US FOR  
HASSLE-FREE" AFFORDABLE CHARTERS.

## SKYLINE YACHT CHARTERS

FLOUNDER BAY  
ANACORTES, WA 98221

**(206) 293-5134**  
FAX 206-293-9458

## SAN JUAN SAILING CHARTERS



CHARTER  
THE BEST!!

28-ft to 40-ft Quality  
Sailboats Only A Few  
Hours From The Heart  
Of The Islands.  
Come Sail With Us!

**CALL 1-800-677-SAIL**

#1 Squallcum Harbor Esplanade, Bellingham, WA 98225



## INTREPID

Yacht Sales and Charters, Inc.

**The Northwest's Finest Yachting Vacations**  
Bareboat/Skippered Charters In the San Juan Islands.

## BENETEAU and GRAND BANKS.

Select Sailing 28'-44'

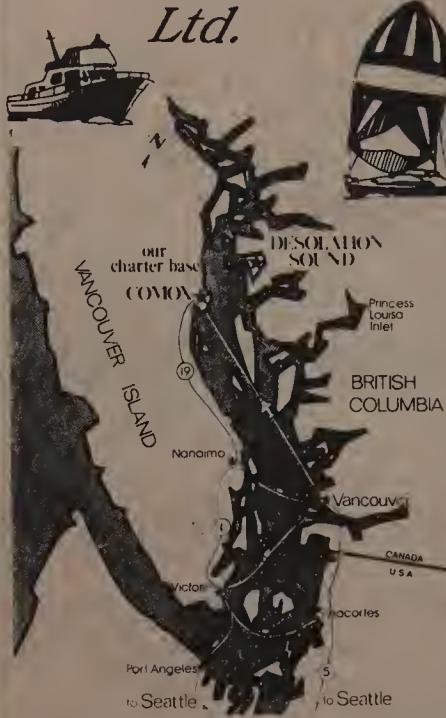
32'-49'

- Charter Management

7 Harbor Mall • Bellingham, WA 98225

**1 (800) 826-1430**

## Desolation Sound Yacht Charters Ltd.



### CHARTER YACHTS

Charter Rates (6 days 6 nights). Discounts up to 20% for longer.

|                 |              |
|-----------------|--------------|
| Before July 8   | From July 8  |
| After August 25 | To August 25 |

#### Sailing Yachts

|                         | O.B. | \$US423  | \$US595  |
|-------------------------|------|----------|----------|
| Catalina 27             | Dsl. | \$US517  | \$US694  |
| HTL 28, C&C 27          | Dsl. | \$US652  | \$US814  |
| Martin 29               | Dsl. | \$US695  | \$US866  |
| C&C 29                  | Dsl. | \$US736  | \$US1002 |
| CS 30, Catalina 30      | Dsl. | \$US824  | \$US1085 |
| C&C 32, Aloha 32        | Dsl. | \$US918  | \$US1174 |
| Nonsuch 30, Jeanneau 32 | Dsl. | \$US1038 | \$US1263 |
| Mirage 33, C&C 33       | Dsl. | \$US1122 | \$US1388 |
| C&C 35                  | Dsl. | \$US1216 | \$US1560 |
| Seabird 37              | Dsl. | \$US1351 | \$US1701 |
| CT 41                   | Dsl. | \$US1440 | \$US1789 |
| Beneteau 38             | Dsl. | \$US1649 | \$US2082 |

#### Diesel Cruisers

|            |      |          |          |
|------------|------|----------|----------|
| Campion 30 | Dsl. | \$US1038 | \$US1351 |
| CHB 34     | Dsl. | \$US1388 | \$US1821 |
| Cortes 37  | Dsl. | \$US1560 | \$US1962 |

#### Fast Cruisers

|              |      |          |          |
|--------------|------|----------|----------|
| Commander 26 | I.O. | \$US1002 | \$US1215 |
|--------------|------|----------|----------|

May, June and September are beautiful sailing months, so take advantage of our very low early and late season rates.

**GREAT FACILITIES** There are grocery stores, a deli and liquor store within two blocks of your yacht and there is unlimited free parking right at our Marina.

**PERSONAL SERVICES** You are important to us. To get you off to a great start we will: pick you up at the Comox or Courtenay Airport, Train or Bus Depot; check you out thoroughly on your yacht; and brief you on your selected cruising area.

**CRUISE N' COURSE** from **\$US\$540**. Our Cruise N' Courses are fully provisioned live-aboard courses designed to teach you to bareboat charter one of our yachts while enjoying a cruise to magnificent Desolation Sound.

Prices listed are in US dollars and may vary due to Canadian/American currency exchange rates. Conversion to Canadian dollars is made at the Canadian Bank currency exchange rate current on the day payment is received.

### Desolation Sound Yacht Charters Ltd.

(Formerly Gordon Greer Ltd.)  
201, 1797 Comox Avenue  
Comox, British Columbia, Canada, V9N 4A1  
(604) 339-4914 (604) 339-7222

# Go GREECE — and the Mediterranean with GPSC CHARTERS, LTD. — the largest U.S. retail charter company for Europe



- For:
- Bareboat Charters
  - Crewed Yacht Charters
  - Custom Flotillas for your club

- Scheduled Monthly Flotillas
- Air and Land Arrangements

For the most complete information package and charter arrangements,  
please contact:

**GPSC Charters, Ltd.**  
**600 R St. Andrews Road, Phila., PA 19118**  
**Tel: 215-247-3903 Tlx: 5101009781 GPSC CHTR PA**  
**and 1-800-S-E-A-'N-S-U-N or 1-800-732-6786**  
**Fax: 215-247-1505**

**Available:**

**GPSC Complete Charter Guide**  
**GPSC video on yachting**  
**in Greece**

©1989 Greek National Tourist Organization New York, Chicago, Los Angeles

## EXPERIENCE **SAIL MEXICO** EXCITEMENT - LUXURY - INTIMACY

The EXCITEMENT  
of Sailing the  
Mexican Riviera

Puerto Vallarta - Yelapa - Playa Blanca -  
Barra de Navidad - Mazanillo

The LUXURY of a 5-Star  
Hotel & Sailing on a  
World Class Yacht

The INTIMACY of  
Beautiful Sunsets  
and Champagne  
with Good Friends

For a Free Brochure of  
Your Next Unforgettable  
Vacation Call:  
(800) 877-7774 - Ext. 526

## GREEK ISLANDS

Quality Bareboats:  
**GREECE, TURKEY, YUGOSLAVIA, CARIBBEAN**

Weekly Flotilla: ATHENS

Sail Luxury Cruises / Instruction: ATHENS  
Crewed Yachts: WEST & EAST MEDITERRANEAN, CARIBBEAN

*Albatross*

Private Yacht Chartering Club

1-800-922-4864 • 1-516-867-1957 FAX 1-516-867-7292

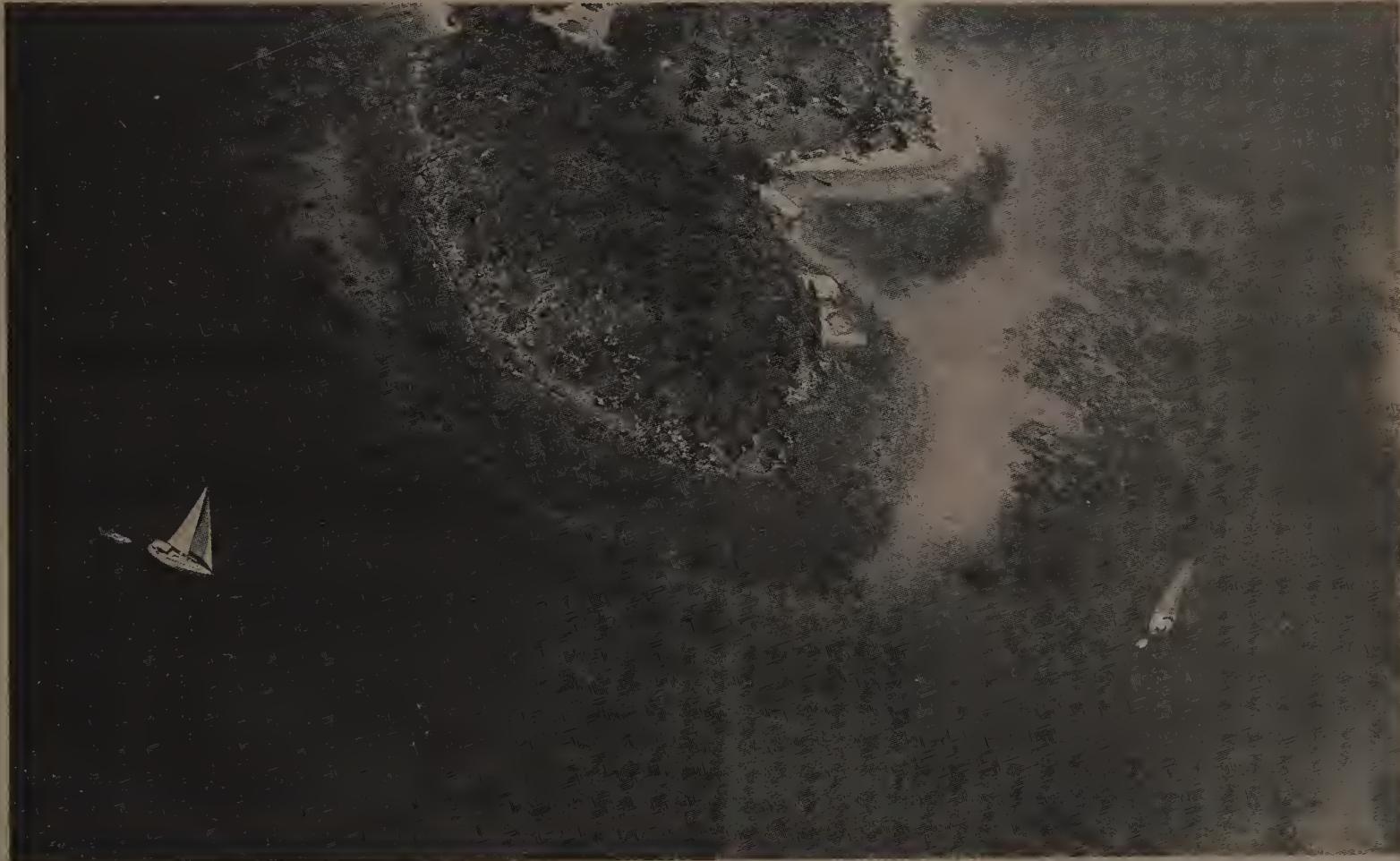


Cruise on in to the  
**Latitude 38**  
Crew List Party

April 12th, 1990  
6-9 p.m. at the  
Corinthian Yacht Club

Your Connection to  
Summer Sailing

# You Only Go Around Once In Life. And It Ought To Be Around Tahiti.



Some people wait — and save — a lifetime to visit Paradise. You could be there overnight.

On a superb Moorings charter yacht, you can sail the most beautiful, romantic waters on earth: Raiatea. Tahaa. Bora-Bora. Huahine. And the hundreds of coral atolls and barrier reefs that form the leeward islands of Tahiti.

Further west, sail the magnificent Island Kingdom of Tonga, with more than 50 world-class anchorages throughout the Vava'u Island Group.

Remember Polynesia of the movies?

It's *infinitely* better in real life. Towering volcanic peaks, palm fringed beaches, exquisite sunsets and sunrises, the friendliest people in the South Pacific.

With just one toll-free phone call, The Moorings can arrange every detail of your Tahitian or Tongan vacation — from airline tickets to hotel reservations to everything in between.

It's really the most affordable way *ever* to see all the islands of Tahiti and Tonga.

From our base on Raiatea in the Tahitian Islands, or Port of Refuge Harbor, Tonga, you can charter a bareboat Moorings yacht from 37 up to 51 feet.

Our fleet is the newest, best equipped, best maintained in the industry. And *no* charter service offers you more luxury, comfort or personal service than The Moorings.

For more information and a free brochure on any of our superb sailing vacations worldwide, write or call us at **1-800-535-7289**. In Florida or outside of U.S. call 1-813-535-1446.

For one magnificent, incredibly romantic moment in your life, let yourself go.  
To Tahiti and Tonga.

**The Moorings. M**  
**What Are You Waiting For.**

The Moorings, Ltd., Suite 402, 1305 U.S. 19 South, Clearwater, FL 34624

British Virgin Islands • St. Martin • St. Lucia  
Grenada • Sea of Cortez • Tahiti • Kingdom of Tonga • Yugoslavia • Turkey • Greece

# THE RACING

This month, we have reports on January's **Three Bridge Fiasco**; updates on the two ongoing around the world races (the **Whitbread Race** and the **Globe Challenge**); news from the flourishing **Northern California Youth Sailing Association**; results from various **midwinter races**; and the usual heap of brief **race notes**.

## Three Bridge Fiasco

Okay, we admit it's ancient history by now. But we couldn't let the Singlehanded Sailing Society's Three Bridge Fiasco on January 27 slip by without at least publishing the results and noting the record participation — 144 boats! "This was the biggest short-handed race we've ever had, and notwithstanding the Vallejo Race, probably one of the biggest races ever held on the Bay," claimed new SSS Commodore John "Robby" Robinson.

Interestingly, short-handed racing, and the Three Bridge Fiasco in particular, is

more of an "event" than a "race", as it features a reverse handicap start with a choice of sailing the 21-mile course any of three ways. This year, in a shifty 10-12 knot breeze and a 2 knot flood, the right way (from the CGYC starting line) was to go first to Crissy, then Red Rock, then Treasure Island and finish. That's how all of the 20 trophy recipients did it, including overall winners Ed Ruszel (*Chelonia*, Yankee 30) in the singlehanded division and skipper Kim Desenberg with crew Mark Ondry (Mr. McGregor, Wabbit) in the doublehanders.

Almost everyone finished the light air Fiasco this year, most unscathed (one unnamed boat T-boned Anita Rock, subsequently managing to wrap its spinnaker around it). "The real heroes were the race committee, who somehow kept track of everything," said Robinson.

The next race on the SSS schedule is the Singlehanded Farallones (3/31), followed by the In the Bay Race 6/9, the SSS TransPac (6/30), the South Beach Fun Race (8/4) and the Vallejo One-Two (10/20-21). To learn more about the Singlehanded Sailing Society, call Robby at 388-6167 (home).

## SINGLEHANDED:

DIV. I (Multihulls) — 1) **Second Tri**, Telstar, Joe Siudzinski. (3 boats)

DIV. II (PHRF 0-126) — 1) **Quest**, Olson 30, Chuck Von Schalscha; 2) **Dragonsong**, Olson 30, Tim Knowles. (9 boats)

DIV. III (PHRF 127-168) — 1) **Resolute J**, J/24, Mark Steinhilber; 2) **Chief**, SC 27, Dwight Odom. (8 boats)

DIV. IV (169-up) — 1) **Chelonia**, Yankee 30, Ed Ruszel; 2) **Impossible**, Ranger 23, Gary Kneeland; 3) **Steadfast**, Yankee 30, Rich Wilcox. (17 boats)

## DOUBLEHANDED:

DIV. I (Multihulls) — 1) **Pegasus**, F-27, Andrew Pitcairn/Gary Helms (4 boats)

DIV. II (PHRF 0-126) — 1) **Tamen**, Express 27, Ralf Morgan/Deborah Clark; 2) **Wavetrain**, Olson 911S, Frank Laza/Nick Mason; 3) **New Wave**, Express 27, John Kelly/Alesia Glandon. (43 boats)

DIV. III (PHRF 127-168) — 1) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg/Mark Ondry; 2) **WPOD**,



Like a rolling stone: John "Robby" Robinson, the new commodore of the Singlehanded Sailing Society.

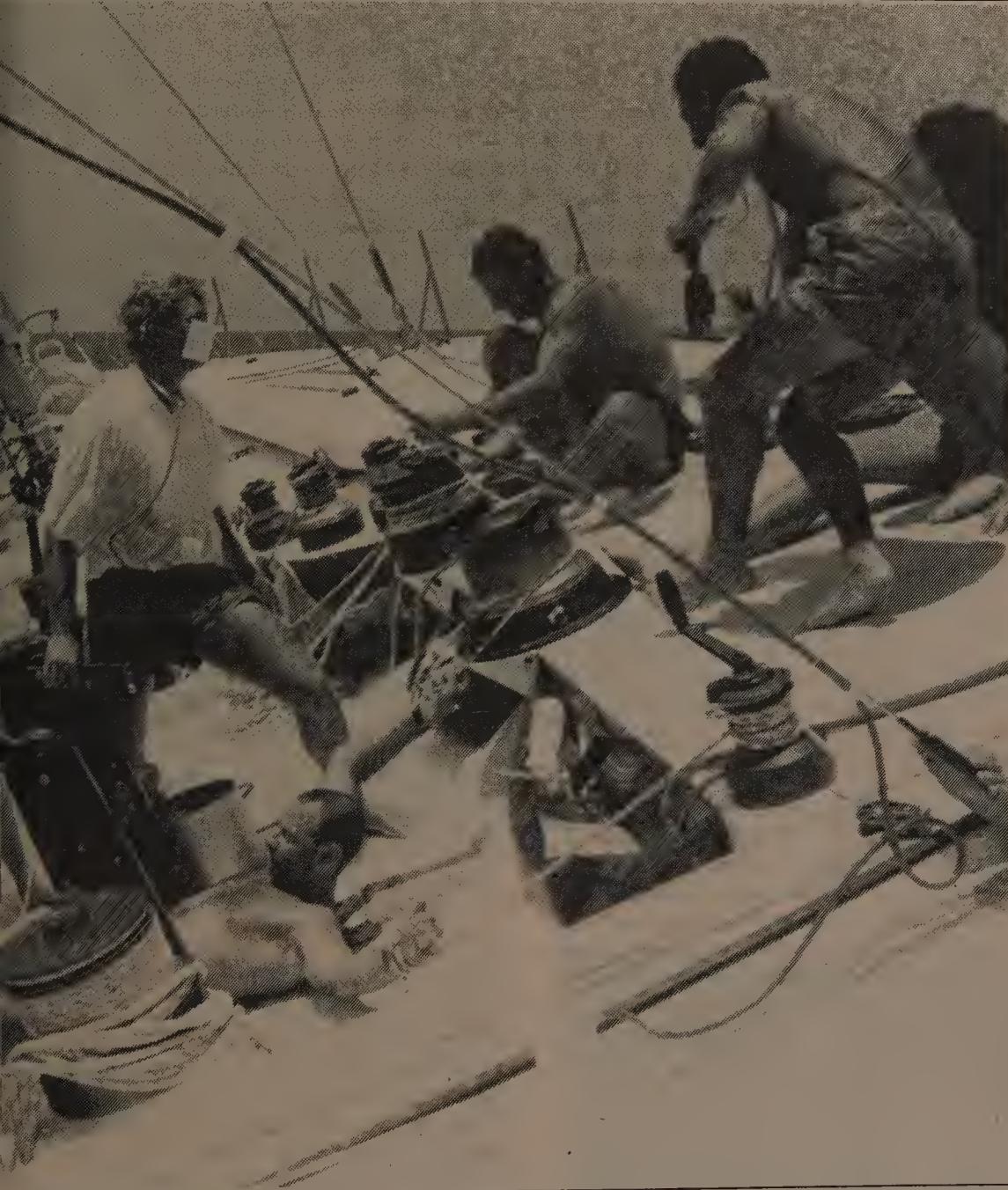
LATITUDE/ROB

becoming increasingly popular locally: "It's more low-key and fun than fully crewed racing," says Robby, who races his Burns 35 *Rolling Stone* when not at his desk at Scanmar Marine Products in Sausalito.

The ultimately low-key Fiasco is arguably

## Whitbread Report, Leg Three

From Fremantle, Australia, to Auckland, New Zealand, it was a 3,500 mile match race between the two Kiwi ketches, *Steinlager 2* and *Fisher & Paykel*. We were rarely out of sight of each other during the 13 day race. We would come on deck in the morning and there *Steinlager* was, either ahead or astern, on the horizon or several boatlengths away. The winner wasn't decided until the very end, when *Steinlager* reduced sail in a vicious line squall just 15 miles from the finish. On



JOHN JOURDANE

**Sailors in bondage — the true story of the Whitbread Race. Or is it just 'Fisher & Paykel' crossing the Equator?**

*Fisher & Paykel*, we tried to carry too much sail for too long and were laid flat by the wind. By the time we sorted out the sails on *F&P*, *Steinlager* had sailed away to a six minute win.

They deserved to win. *Steinlager* was more cautious and a little smarter, while we pushed too hard at the end, carrying a full-sized spinnaker, full main, full mizzen and biggest mizzen gennaker — all the while thinking we could handle it. It was another lesson from *Steinlager*'s skipper, five-time Whitbread veteran Peter Blake: never take the power of Mother Nature for granted.

Meanwhile, *Merit* and *Rothmans* had their own battle going on for third. The lead changed hands several times during the leg,

but this time *Merit* prevailed after *Rothmans* broke their mainsail headboard in the same squall near the finish line, forcing them to drop the sail for repairs. *The Card*, the Swedish Farr ketch, sailed brilliantly between Tasmania and Auckland, maneuvering themselves from fourteenth to fifth at the finish.

The race started on December 23, and the first half — the part from Fremantle to Tasmania — was very fast, courtesy of 25 to 40 knot winds on the beam or aft. We covered 1,700 miles in five and a half days, averaging over 300 miles a day all the way. It was also extremely wet, with constant spray and waves breaking over the deck. In perfect Murphy's Law fashion, the heater in our drying locker packed up, so our foul weather gear was wet for the whole first week. Getting out of a warm bunk to stand the midnight-to-four watch is bad enough, but

having to climb into cold, soggy gear and then go out on deck when you're down at 43° South — well, it wasn't much fun.

The boat that went really well in the heavy power reaching was the French ultralight, *Charles Jourdan*. They sailed very smart, running off course downwind to take advantage of their surfing ability, and by the fifth day they had taken the lead. They'd made several crew changes, bringing in some top European multihull sailors. As they learn the boat, they may become a force to be reckoned with.

Christmas was spent racing across the Great Australian Bight. It was a case of *deja vu* for me, as I'd spent Christmas four years ago in almost the exact spot in the last Whitbread Race aboard *NZI Enterprise*. Our celebration was very low-key because we were racing and we don't carry alcohol aboard. But we did have a nice Christmas dinner of turkey, dressing, cranberry sauce and plum pudding — a real treat after so many freeze-dried meals!

We also exchanged gifts with our counterparts on the other watch. My opposite is Grant Dalton, and I gave him an autographed copy of the *Peter Blake Log Book*. Other crew exchanged cassette tapes and books, while our cook, Radar, received an appropriate book entitled *Even a Dunce Can Cook Gourmet*.

The second half of the race was completely different: as we crossed the Tasman Sea between Australia and New Zealand, a series of high pressure systems passed through, causing light air. We struggled to keep our lead and stay between *Steinlager* and North Cape, N.Z., all the while trying to dodge the calms and figure out which way the high would move next. The light breezes caused the fleet to compress as the leaders slowed down and the boats in the back came up with new wind. It was a replay of Leg Two, with *Steinlager*, *Rothmans* and *Merit* breathing down our neck as we approached the finish. When we rounded the top of New Zealand, the first four boats were within six miles of each other after 3,300 miles.

Our reception in Auckland was unbelievable. As we passed cape Reinga on top of New Zealand, we got our first indication of what awaited us. The Cape is wild country miles and miles from the nearest village, yet there were 500 people on the point rooting us on. Then, as we rounded North Cape, boats started following us and

# THE RACING

cheering — and we were still 200 miles from the finish! All night and the next day, the spectator fleet built, until by Auckland Harbor there were thousands of boats. It was pouring rain as we crossed the line, but that didn't dampen the spirits of the spectators. The shoreline of the harbor was jammed with what the newspapers estimated as 300,000 people, all honking their car horns and cheering wildly. That's almost a tenth of the population of this tiny country, and you can be sure the rest watched our arrival on live television. Hundreds of people camped out on Princess Wharf the night before to get a good spot for our arrival. The country literally shut down for the day to celebrate with us — Auckland truly is the City of Sails.

So, the Whitbread is half over, and we have a month in New Zealand to rest and heal and prepare ourselves for another dive into the Southern Ocean. On the upcoming leg back to Punta del Este, we'll round the infamous Cape Horn, traditionally a bastion of nasty weather and huge seas. But it's one

Readers — Due to running our "greatest hits" last month, the above report is rather dated — our fault, not John's. As we go to press, Leg Four — 6,255 miles from Auckland to Punta del Este — is nearing completion. Apparently, much of the race has been a repeat of Leg Three, with Steinlager and F&P match racing at the head of the pack. Leg five, a 5,475 mile jaunt to Fort Lauderdale, will start on March 17. More next month.

## ORDER OF FINISH, LEG 3:

1) Steinlager 2; 2) Fisher & Paykel; 3) Merit; 4) Rothmans; 5) The Card; 6) Fortuna Extra Lights; 7) Martela O.F.; 8) British Satquote Defender; 9) Charles Jourdan; 10) Fazisi; 11) Gatorade; 12) NCB Ireland; 13) Belmont Finland II; 14) Liverpool Enterprise; 15) Equity & Law II; 16) Union Bank of Finland; 17) With Integrity; 18) Creightons Naturally; 19) Malden; 20) L'Esprit de Liberte; 21) Schussel Von Bremen; 22) Rucanor Sport; 23) La Poste.

## COMBINED CORRECTED TIMES, ALL 3 LEGS:

1) Steinlager 2; 2) Merit; 3) Fisher & Paykel; 4) Rothmans; 5) The Card; 6) Fortuna Extra Lights; 7) Martela O.F.; 8) Charles Jourdan; 9) Fazisi; 10) British Satquote Defender; 11) Gatorade; 12) Belmont Finland II; 13) NCB Ireland; 14) Union Bank of Finland; 15) Equity & Law II; 16) Malden; 17) L'Esprit de Liberte; 18) Rucanor Sport; 19) Schussel Von Bremen; 20) Liverpool Enterprise; 21) La Poste; 22) With Integrity; 23) Creightons Naturally.

## NCYSA Gaining Momentum

The Northern California Youth Sailing Association (NCYSA) held their first symposium/regatta of the 1990 season at the Richmond YC on February 10-11. Over 60 juniors (ages 9-19) from as far away as Monterey and Stockton attended the intensive racing clinic, making this the largest of the three NCYSA weekend events to date (previous ones were at Coyote Point YC in October and San Francisco YC in November).

Saturday was devoted to instruction, both on land and water: tactics and rules chalk-talks, land drills, and rigging tips were followed by boat handling exercises. The instructors (Jason Fain, Jeff Wallace, John Walsh and Patrick Andreasen) illustrated their points by jumping into the boats — El Toros, Lasers and two new JY 15s — and sailing them in front of the kids. Toros and Lasers sailed in different parts of the Richmond Riviera, but the group came together for lunch, during which a match race series in

COURTESY MYSTERY CONTRIBUTOR

*The two faces of midwinter racing: 'Bravura' hard aground during January's CYC drifter...*

of the main reasons most of us are doing the race: "rounding the Horn" is a rite of passage. There's an unspoken feeling among us — once we've rounded the Horn, we can call ourselves real seamen.

— john jourdane



*...and a dismasted 'Svendie' being "rescued" by the Coasties in February's GGYC blowout.*

the JY 15s was organized.

Sunday's pleasant 6-9 knot breezes provided perfect racing conditions. The Lasers were broken into two divisions: advanced sailors sailed in the A fleet; intermediates and doublehanded teams sailed in B. The Toros, however, were divided by age group, with the option of moving into a different group if more (or less) competition was desired.

The racing followed the collegiate format: the Laser A fleet got off nine races, the Laser B fleet four and the El Toros eight. All the young sailors were winners just by being there, but for the record, the hardware recipients are listed below. There was no Toro A racing (everyone in this group, the 9-12 year olds, elected to sail against older kids) and the JY 15 match race series was called off due to dying winds.

The weekend was a complete success, which bodes well for the other symposium/regattas scheduled for 1990 (Encinal YC on June 2-3; SFYC/CYC/SYC on July 28-29; Encinal YC again on August 18-19; and Coyote Point on October 27-28). The Area G qualifier for the Sears, Bemis and Smythe championships (the USYRU youth nationals) will be held on July 7-8 at Richmond YC.

To obtain the full two-page 1990 NCYSA



DENNIS OLSON

schedule, call the undersigned at 347-0259 (home) or 563-6363 (work).

— patrick andreasen

LASER A — 1) Forrest Fennell, 9 points; 2) Rebecca Harris, 20.75; 3) Brandon Palne, 20.75.

LASER B — 1) Brett Harrill/Scott Ketchem, 5.5 points; 2) Annalise Moore/Erica Mattson, 10.

TORO B — 1) Mark Breen, 9 points; 2) Eric Pfirrmann, 10.25.

TORO C — 1) Melina Hoyer, 10 points; 2) Sean Fabre, 15.5.

#### Plant Withers in Globe Challenge

Mike Plant's *Duracell*, the lone American entry in the singlehanded non-stop Globe Challenge, was forced to withdraw from the grueling 24,000-mile marathon on February 1. "I'm out of the race because of about five cents worth of rigging equipment," sighed a disappointed Plant. "But I guess that's the way these things go."

What happened was this: a "tip cup" in *Duracell*'s starboard rigging came unscrewed, forcing Plant to detour 200 miles to the Campbell Islands, New Zealand, to make repairs. After over 15 hours of running (on port) in 50-knot winds without any rigging on the starboard side, Plant pulled into Perseverance Harbor — from what we can gather, a major feat of seamanship in itself. Refusing outside assistance per the rules, a "thoroughly exhausted" Plant decided to sleep

before tackling the problem.

Unfortunately, the wind built to 45 knots and both his anchors dragged, putting

*Duracell* onto the beach at high tide. At that point, Plant had no choice but to accept a tow to safety: "I had to save the boat; it was the only way," he said. Ironically, the repair was relatively easy and Plant, in the spirit of the event, quickly rejoined the Challenge as an unofficial entry.

Plant had moved into sixth place before disaster struck. Previously, three of the sailors fell victim to the forces of the Indian Ocean (Philippe Poupon, Bertie Reed, Jean-Yves Terlain) and another, Guy Bernardin, withdrew at Hobart with a severe toothache. At the head of the fleet, which is now down to eight boats out of the original 13, is 33-year-old Frenchman Titouan Lamazou on *Ecureuil D'Aquitaine*. Lamazou has led most of the race, but is now being pressed hard in the final stretch by countrymen Jean-Luc Van Den Heede (36.15 MET) and Loick Peyron (*Lada Poch*). Pre-race favorite Philippe Jeantot (*Credit Agricole*), plagued with a broken gooseneck and other gear problems, is running a distant fourth.

The first three boats are all within 175 miles of each other, with Peyron actually just minutes behind Lamazou on corrected time (he will receive a 14.5 hour credit for his

## MIDWINTER RACE RESULTS

### BYC/MYCO Midwinters

The premiere one-design midwinter series on the Bay — Berkeley/Metropolitan YC Midwinters on the Olympic Circle — concluded on the weekend of February 10-11. A total of 119 boats raced an 8.8-mile triangle windward/leeward course in light (10 to 0 knots) and shifty breezes on Saturday. Other than a dense fog at the beginning of the race, and a huge "party" at the Buoy C parking lot (numerous "discussions" resulted in six red flags), the day was uneventful. Ninety-five boats raced another 8.8-miler on Sunday, this one in steady 8-10 knot northwesterlies.

Overall results of the BYC/MYCO midwinters (and all the other midwinter races) will appear in these pages next month. However, we'll jump the gun a bit to acknowledge a few of the boats that distinguished themselves in this excellent series: Sailmaker Dave Hodges and Scott Walecka fired off straight bullets with their J/24 *How Rude* against a 26-boat fleet in Saturday's racing — a feat which, in our opinion anyway, was the stand-out effort of the series.

Other fine performances in Saturday's racing were turned in by "Tactical Ted" Wilson, who sailed his chartered *Light N'Up* to a near-perfect 1,1,2,1 record in the 27-boat Express 27 fleet; Keith MacBeth's *Wylie 37 Absolute 88* hosed PHRF A; and Pat Brown's Stockton-based *Shenanigan's* ran away with the Merit 25 honors.

In Sunday's racing (which, with the exception of the Olson 25 class, is more casual), the Witcher/Hart team pushed their Folsom Lake-based *Wavelength 24 Magic Jammies* to four bullets in the small PHRF 2 group. Other notable finishes were posted by Mark Halman's *Salty Hotel* in the Express 27s; Roilie Wiskerson's Cal 2-27 *Temptation* in PHRF 5; and George Morris' *Ranger 23 Show Storm* in PHRF 6.

#### SATURDAY SERIES:

OLSON 30 — 1) Adieu, B. Joe Rosa; 2) Bottom Line, Tony Pohl; 3) Saint Anne, Dick Heckman. (11 boats)

PHRF A (under 144) — 1) *Absolute 88*, Wylie 37, Keith MacBeth; 2) *Blue Max*, Dehler 34, James Freeland; 3) *Ozone*, Olson 34, Carl Bauer. (9 boats)

# THE RACING

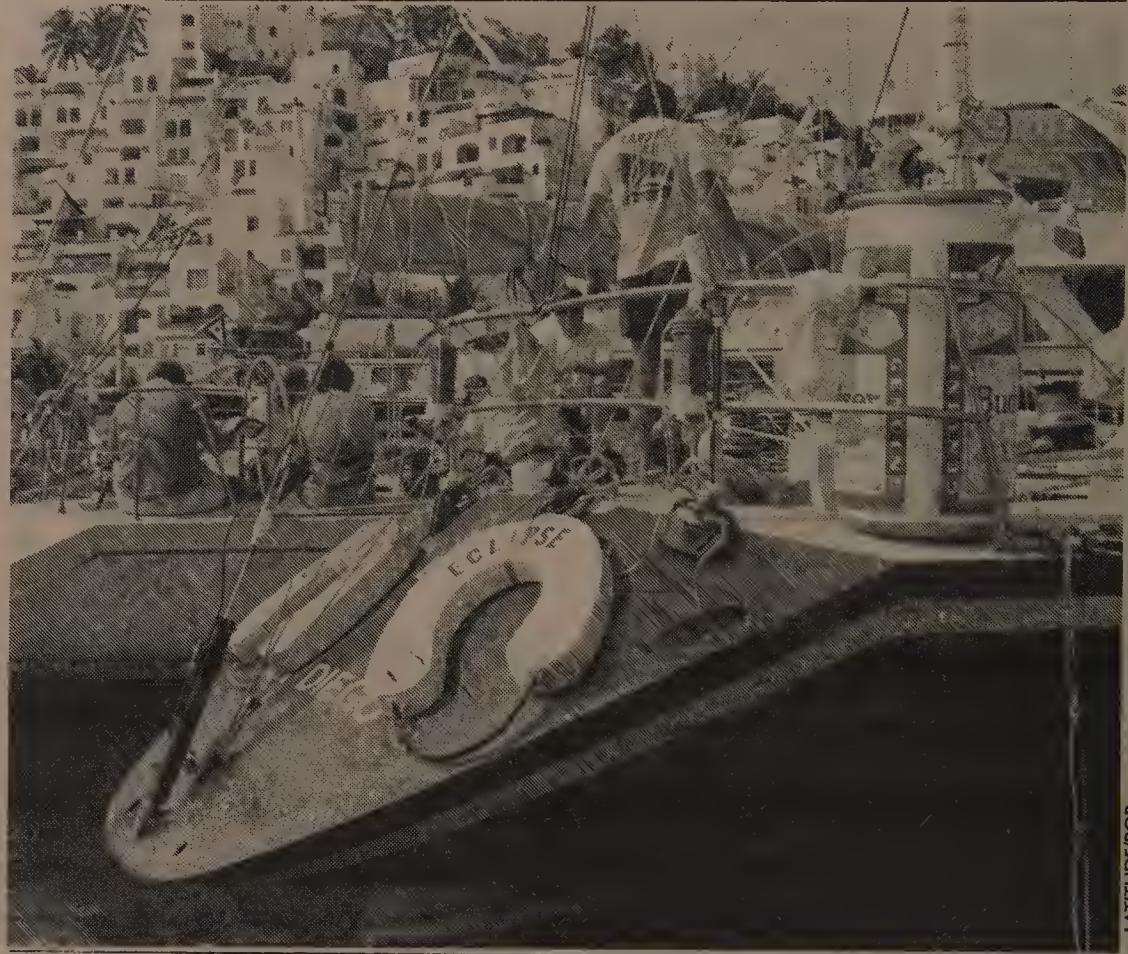
role in rescuing Poupon). The remaining few weeks of the Globe Challenge will be critical to the leaders, as they must renegotiate the South Atlantic High and the Doldrums en route back to the Les Sables d'Olonne, France, finish line.

At their present rate, the first boats could arrive back in France as early as March 13, which would knock an amazing six weeks off the current singlehanded round-the-world record of 150 days.

## Race Notes

Viva Volvo! The annual **Volvo/San Francisco Regatta** is shaping up to be the best one yet. The popular Memorial Day Weekend one-design event (May 26-28) has been expanded to include three more fleets (Santana 22s, Islander 36s, J/35s) in addition to the eight returning fleets (Etchells 22s, Express 27s and 37s, Folkboats, J/24s and 29s, Knarrs and Santana 35s). Approximately 1,200 sailors in 250-275 boats are expected for the four-race series.

This marks the third year that Volvo, a most generous sponsor, has teamed up with the **San Francisco Bay Sailing Association**



*This Bud's for you... Everything's bigger than life at Manzanillo's glitzy Las Hadas resort, site of last month's MEXORC regatta.*

(which administers the racing), to host the lavish regatta. As part of the deal, Volvo recently gave SFBSA a check for \$18,000,

obviously believing their slogan the "donations lead to grants and grants lead to champs". Svendsen's Boatyard and Pineapple Sails also are returning as sponsors; they are joined this year by Scandinavian Airlines, Valley of the Moon Wines and Bulgarian Brewskies, im-

## MIDWINTER RACE RESULTS — CONT'D

J/29 — 1) **Potsticker**, Losch/Denebeim; 2) **Advantage II**, Pat Benedict; 3) **Thrasher**, Steve Podell. (7 boats)

EXPRESS 27 — 1) **Light N'Up**, Ted Wilson; 2) **Moonlight**, Schumacher/Franklin; 3) **Salty Hotel**, Mark Halman; 4) **Men At Work**, Charles Collins; 5) **Mantis**, Rich Tofte. (20 boats)

SANTA CRUZ 27 — 1) **Dynaflow**, Matt Dini; 2) **Good Timin'**, Dave Wilson; 3) **No Name**, D. & R. Petty. (8 boats)

PHRF B (145-168) — 1) **Anna Banana**, Moore 24, Joe Durrett; 2) **Mercedes**, Moore 24, Joe Verti; 3) **Zot!!**, Choate 27, Bob Hrubes. (10 boats)

J/24 — 1) **How Rude**, Hodges/Walecka; 2) **American Beauty**, Ray Deinch; 3) **J-Walker**, Donald Hazzal; 4) **Grinder**, Jeff Littlin; 5) **Froglops**, Richard Stockdale. (18 boats)

MERIT 25 — 1) **Twilight Zone**, Paul Kamen; 2) **Shenanigan's**, Pat Brown; 3) **Ragin Cajun**, Gayle Vial. (5 boats)

PHRF C (169-186) — 1) **Poco a Poco**, J/22, George Koch; 2) **Viking**, Santana 525, Matt Soderer; 3) **ShareHolder**, Holder 20, Gary Albright. (7 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Mintaka**, Gerry Brown; 3) **Achates**, Bill Schultz. (5 boats)

PHRF D (187-198) — 1) **Checkout**, Cal 2-27, Misha Orloff; 2) **Keewatin II**, Freedom 20, Jensen Family. (4 boats)

PHRF E (199-up) — 1) **Snow Storm**, Ranger 23, George Morris; 2) **Two-Bits**, Cal T/4, R. & M. Osborn; 3) **Hawk**, Alberg 30, Wren Collins. (9 boats)

SANTANA 22 — 1) **Carlos**, Robert Ward; 2) **Tara**, Howard Brunn. (4 boats)

### SUNDAY SERIES:

OLSON 30 — 1) **Think Fast!**, Holt/Milligan; 2) **Zephyros**, John Skinner; 3) **White Knuckles**, Dan Benjamin. (6 boats)

PHRF I (0-129) — 1) **Special Edition**, Wilderness 30, Eric Sultan. (3 boats)

EXPRESS 27 — 1) **Salty Hotel**, Mark Halman; 2) **Moonlight**, Schumacher/Franklin; 3) **Mantis**, Rich Tofte. (9 boats)

PHRF II — 1) **Magic Jammies**, Wavelength 24, Witcher/Hart; 2) **High Frequency**, Wavelength 24, Merle/Bell; 3) **Zot!!**, Choate 27, Bob Hrubes. (6 boats)

OLSON 25 — 1) **No Slack**, Bill Thurman; 2) **Fast Freddie**, Wyatt Mathews; 3) **Honeys Money**, Bob Evans. (10 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Desenberg; 2) **WPOD**, Melinda Groen. (4 boats)

PHRF III (166-168) — 1) **Twilight Zone**, Merit 25, Paul Kamen; 2) **Ragin Cajun**, Merit 25, Gayle Vial. (4 boats)

J/24 — 1) **Sgt. Schultz**, Dan Simmons; 2) **Roadhouse Blues**, Bentsen/Williams. (4 boats)

PHRF IV (171-195) — 1) **Antares**, Islander 30 Mk. II, Larry Telford. (3 boats)

PHRF V (196-207) — 1) **Temptation**, Cal 2-27, Rollye Wiskerson; 2) **Con Carino**, Cal 2-27, Gary Albright; 3) **Margo**, Cal 2-27, George Adams. (11 boats)

PHRF VI (208-up) — 1) **Snow Storm**, Ranger 23, George Morris; 2) **Naressia**, Coronado 25, Bobbi Tosse; 3) **Jubilee**, Ariel, Don Morrison. (8 boats)

FOLKBOAT — 1) **Xanadu**, Tom Federico; 2) **Eiska**, Lesta Nadel. (4 boats)

### Coyote Point YC Midwinters

The fourth and fifth races of Coyote Point YC's midwinter series were held in the South Bay on February 10-11. Regatta chairwoman Ruth Lee reports that Saturday's 8.1-miler featured the full gamut of challenges: heavy air, then light air, fog, shifting currents and other delights. Sunday's 7.5 mile contest was held in more familiar

porters of Astika and Zagora beers ("A" and "Z" beers, aka "Glasnost in a Glass").

Hey, kids! Rolex Watch USA and *Sailing World* recently teamed up to publish a nifty 24-page soft cover booklet called the *Junior Regatta Handbook*. In its pages, some of the sport's top competitors share their go-fast secrets with the next generation of sailors. It's interesting reading and the price is right: it's available to all junior programs and yacht clubs (in orders of 10) for a mere 25 cents per copy. If your club hasn't already scored a batch of these booklets, tell them to get with the program by writing USYRU, c/o Lee Parks, Attention Rolex Handbook, Box 209, Newport, RI 02840.

First the bad news regarding the fledgling professional circuit in the U.S.: **ProSail**, which raced two seasons in 40-foot catamarans, appears to have fizzled out after losing Salem as its title sponsor. Their normal flurry of press releases has dried up, and no one seems to know what, if anything, ProSail's got planned for the future. Now the good news: the **Ultimate Yacht Race** is alive and quite well, with the first of four regattas scheduled at the end of the month in Oahu, Hawaii (March 31-April 8). Other UYR tilts this year



CHRISTINE PETERSON

*The Farr 83 'Steinlager 2': barring breakdowns, the sure winner of the '89/'90 Whitbread Race.*

will occur on San Francisco Bay (June 6-10), Corpus Christi (July 4-8) and Milwaukee (August 30-Sept. 3). The Bay Area regatta should be particularly exciting, as all five of the local U-30 efforts (Case, Daniel and Powell, Long, Silvestri and Worthington)

should be "on line" by then.

Congratulations to Alameda yacht designer **Carl Schumacher** for winning the "under 30 feet" category in *Sailing World's* 1989 Boat of the Year Awards with his 28-foot East Coast-built Alerion-Express. We're looking forward to seeing one of these craft on the Bay someday; likewise we hope to see a J/44 — the overall winner of the BOTY Awards — sailing locally. "That should happen soon," says J/Boat dealer **Don Trask**, who claims to have several hot prospects lined up for these nifty new IMS/PHRF 44-footers.

Back by popular demand: America's only J Class yachts — **Endeavor** and **Shamrock V** — will race again this summer on the East Coast. With Ted Turner and Gary Jobson returning as celebrity skippers, the restored 130-foot behemoths will go at it in Annapolis (May 23-27), New York (June 13-17), Boston (June 27-July 1) and in their home port, Newport, R.I. (August 22-26). Last year, Elizabeth Meyer's *Endeavor* beat up pretty badly on *Shamrock V*, the flagship of Newport's Museum of Yachting, in lopsided races in Newport and New York. Hopefully, the racing will be closer this summer — but even if it isn't, the show should be

## MIDWINTER RACE RESULTS — CONT'D

midwinter conditions: light wind, a foggy haze and a strong ebb. The combination wasn't conducive to many of the smaller boats finishing.

The CPYC midwinters conclude on March 10 (not, as originally scheduled, on March 3). On the next day, March 11, the South Bay Yacht Racing Association (SBYRA) will kick off its summer racing season. For more information on SBYRA, call Ed Rank at 462-6315.

### SATURDAY, 2/10:

DIV. A — 1) **Wind Warrior**, Peterson 34, Andy McCafferty; 2) **Critter**, Irwin 31, Wayne Hallenbeck; 3) **Coyote**, Wylie 34 mod., Nick Kluznick. (10 boats)

DIV. B — No starters.

DIV. C — 1) **Chablis III**, C&C 36, Dave Few; 2) **Cannibal**, Hunter 40, Joe Weathers; 3) **Stregata**, Catalina 30, Harvey Aldridge. (11 boats)

DIV. D — 1) **Chaquita**, Catalina 27, Hank Schade; 2) **Colonia III**, Ericson 29, Juergen Kirberg; 3) **Ex\*Press**, Catalina 27, Roger Roe. (8 boats)

### SUNDAY, 2/11:

DIV. A — 1) **Wind Warrior**; 2) **Elusive**, Express 37, Dick Desmarais; 3) **Spirit**, Hunter 40, Steve

Smallcombe. (9 boats)

DIV. B — No starters.

DIV. C — 1) **Chablis III**; 2) **Cannibal**; 3) **Charlie**, Catalina 30, Gil Campbell. (8 boats)

DIV. D — 8 DNF.

### Golden Gate YC Midwinters

Saturday, February 3, was a day Golden Gate midwinter participants will be talking about for some time: the third race of this four-race Cityfront series took place in a chilly 20-30 knot southerly peppered with gusts over 40 knots and driving rain. Ninety-eight of the 142 entrants nonetheless crossed the starting line; 22 of them succumbed to the elements.

The "demolition derby" — a 7.5 mile double "leeward/windward" using Harding Rock and the Fort Mason buoy as marks — began with a dead downwind spinnaker run to Harding. Most of the bigger boats popped kites while still in the lee (relatively) of the Cityfront; few made it to Harding unscathed. Seeing the carnage down the course, few of the little boats bothered to set.

Hardest hit was PHRF II, which saw Ace

break her mast at the hounds before the start; *Svendie* lose her rig after a series of spinnaker round-ups; and *Power Play* drop yet another rig beating upwind. *Harp*, sailing in the IMS class, broke her boom after a Coast Guard helicopter (on the scene, inexplicably, to rescue *Svendie*, which was in no imminent danger) backwinded her sails. An untold number of kites, poles and halyards blew up, bringing smiles to the faces of sailmakers and riggers. At least no one was seriously injured.

Rising above the mayhem was Al Sebastiani's *Islander* 36 *Tom Cat*, which managed to secure another bullet after redress for being brushed by a *Santana* 35 in a different class. *Tom Cat*, with straight first place finishes, is poised to win the Manny Fagundes Trophy for best overall performance in class — though if they stumble, Rod Siever's *Express* 37 *Flamingo* and Bill Dumoulin's *Folkboat* *Windy* are waiting in the wings. The series finale is scheduled for March 3.

IMS — 1) **Bravura**, Farr One Ton, Inv Loube; 2)

# THE RACING

spectacular.

Can there be any doubt that **Bruce Farr** is the hottest designer in the world these days? Bruce knows maxis: *Longobarda*, Gianni Varasi's Italian Farr maxi, straight-bulleted the three-regatta 1989 Maxi yacht World Championship last summer. Bruce knows Whitbread racers: halfway through The Race, the first three boats on cumulative time are Farris: *Steinlager 2*, *Merit* and *Fisher & Paykel*. Bruce knows 50's: his designs continue to set the pace on the 50-Footer Circuit: *Carat* won the '89 championship; *Jamarella* was the top individual boat at the Admiral's Cup; *Windquest* won the first regatta of the '90 circuit in Japan. Bruce knows One Tonners: his designs have won the last three Worlds (*Fram X*, *Propaganda* and *Brava*). The list goes on...

The Odessa File: Speaking of *Brava*, a group of Russians from the Black Sea port of Odessa purchased the hot Italian One Tonner last month. The new owners plan to campaign *Brava* around the Med before taking her to the 1990 Worlds in Sweden. Amazing how fast times change, isn't it? First the Russkies field a boat in the Whitbread Race, now they've got a boat for the next

One Ton Worlds. What could be next — a MacDonald's in Red Square??

Match racing update: Kiwi superstar **Chris Dickson** continues to sprint away from the pack in the **World Match Race Sailing Rankings** by virtue of his mid-January victory at the Hong Kong Cup. Trailing Dickson in the overall standings, in order, are Peter Gilmour (Aus), Rod Davis (NZ), Peter Isler (USA), Eddie Warden-Owen (UK), Russell Coutts (NZ), Paul Cayard (USA/Italy), Dennis Conner (USA), Gary Jobson (USA) and Bertrand Pace (France). The rankings don't take into effect the Australia Cup (February 22-25), which was underway as we went to press.

Coming up in a few weeks on the grand prix match racing circuit is the **Congressional Cup** in Long Beach. Scheduled for March 14-17, the 26th annual Long Beach YC-hosted classic promises to be better than ever. "We've got sexy new boats, a slightly new format and some of the top skippers around. This will be the sailing event of 1990," enthused chairman Dick Seward. The new boats are 11 fresh-from-the-mold Catalina 37s, designed and built just for this regatta (Catalina 38s were used for the last ten years;



prior to that Cal 40s). The "bullet-proof" masthead boats are completely empty inside (the interior sports only a port-a-potty, an Igloo icebox and a gear box) and are sailed with a seven-man crew. This year's allstar line-up consists of Peter Gilmour (Aus), pre-race favorite Chris Dickson (NZ), Russell Coutts (NZ), Makoto Namba (Japan) and six

## MIDWINTER RACE RESULTS — CONT'D

National Biscuit, Schumacher 35, Colin Case; 3) Jazz, Beneteau One Ton, Rod Park; 4) Redline, J/35, Bill Fawns; 5) Wall St. Duck, Schumacher 37, Chris Corlett. (22 boats)

PHRF I (up to 90) — 1) Flamingo, Express 37, Rod Sievers; 2) Melange, Express 37, Steve Chamberlain; 3) Frequent Flyer, Express 37, Ted Hall; 4) Absolute 88, Wylie 37, Keith MacBeth; 5) Spindrift V, Express 37, Larry Wright. (18 boats)

PHRF II (93-123) — 1) Swell Dancer, Santana 35, Jim Graham; 2) Take Five, Santana 35, Doster/Sinz; 3) Flexible Flyer, Santana 35, Mike Creazzi; 4) Sassenach, Santana 35, John Paxton; 5) Wide Load, Santana 35, Samuel Bonovich. (14 boats)

PHRF III (126-141) — 1) Gammon, Tartan 10, Randy Broman; 2) Wave Runner, Tartan 10, Krawiec Campbell; 3) El Raton, Express 27, Ray Lotto; 4) Sparrowhawk, Moore 24, Roger Heath; 5) Chief, SC 27, Dwight Odom. (9 boats)

PHRF IV (144-180) — 1) Tom Cat, Islander 36, Alan Sebastian; 2) Wanderlust, Ericson 35, Bruce Munro; 3) Undine, IOD, Don Payan; 4) Whitecap, IOD, Tom Allen; 5) Fast Forward, Islander 36, Robert Schuchardt. (15 boats)

PHRF V (183-204) — 1) Nordlys, Knarr, Joel

Kudler; 2) Hyperactive, Knarr, Hans Williams; 3) Sage Hen, Knarr, George Sayre; 4) Summertime Dream, Schumacher 26, Bob Moore; 5) Viking, Santana 525, Matt Soderer. (11 boats)

PHRF VI (207 and up) — 1) Windy, Folkboat, Bill Dumoulin; 2) Freya, Folkboat, Ed Welch; 3) Shazam!, Santana 22, Bud Sandkuhl; 4) Calabean, Cal 20, David Green. (All others DNF; 9 boats)

### Jack Frost Series

The penultimate race in Encinal YC's 1989-90 Jack Frost Series on February 17 drew about half its usual number of starters. The culprit was the weather forecast (and a violent storm the day before), which apparently caused a lot of skippers to decide that discretion was the better part of valor.

"The joke was on them!" said EYC's Shirley Temming. The wind steadied out at a manageable 15-18 knots, and only one minor squall rolled through during the speedy 7.8 mile windward/leeward twice-around race.

The final bout of the Jack Frost Series will occur on March 17. If that race goes off as planned, it'll mark another perfectly complete series for this popular three-year-

old midwinter event. "We haven't had to call one off yet, which has got to be some kind of miracle for midwinter racing around here," claims Temming.

DIV. A — 1) Surefire, Frers F-3, Matt & Jon Carter; 2) First Class, Express 37, Bill Stauch; 3) Gryphon, J/35, Ron Landmann. (7 boats)

DIV. B — 1) Severn, Annapolis 44, Ryle Radke; 2) Glory Days, Pretorian 35, Andy Rothman; 3) Kamala, Ranger 29, Bill Keith. (8 boats)

DIV. C — 1) Chesapeake, Merit 25, Jim Fair; 2) Twilight Zone, Merit 25, Paul Kamen; 3) Showtime, Olson 25, Ed Milano. (6 boats)

CATALINA 30 — 1) Fat Cat, Seth Bailey; 2) Outrageous, Ken Speer. (3 boats)

DIV. E — 1) Toots, Thunderbird, Curtis King; 2) Jubilee, Ariel, Don Morrison; 3) Lelo, Santana 27, Emile Carles. (5 boats)

NON-SPINNAKER — 1) Enchanted, Islander Bahama 30, Walt Vance; 2) Something Special, J/35, B.D. Frolich; 3) Venga, Alberg 30, Jim Bryan. (6 boats)

CATALINA 34 — 1) Wind Dragon, Dave Davis; 2) Phaedrus, Bill McReynolds. (3 boats)



YACHT IMAGES

**Cheap thrills! The Moore 24 class is alive and well in Santa Cruz. See 'Race Notes'.**

hot U.S. sailors — Robbie Haines, Peter Isler, Larry Klein, John Kolius, Bill Lynn and hometown hero Mike Elias. Alternate John Bertrand is waiting eagerly in the wings if

anyone backs out at the last minute.

The "Ferrari of Sailboats", the venerable **Moore 24**, seems to be enjoying a comeback these days down in Santa Cruz. The revitalized class has a busy summer schedule planned, including a national fleet meeting on March 2, a racing clinic and BBQ on April 22 (Will Baylis, five-time Moore 24 national

champ, will run the clinic) and the Nationals on June 14-17. All three events will occur in Santa Cruz. To learn more about Moore 24 class activities, call Sydnie Moore (the aptly named Fleet Captain) at (408) 429-8304, or Eric Malmberg (President) at (408) 426-8250.

The 1989 **Rolex Yachtsman/Yachtswoman of the Year Awards** were recently presented to **Larry Klein**, 37, of San Diego, and **Jody Swanson**, 24, of Buffalo, NY. Both earned their engraved Rolexes for a pair of big wins last year: Klein, a 1974 collegiate all-American sailor who currently heads the J/World Sailing School, won both the J/24 and Etchells 22 Worlds. Swanson, a 1987 collegiate all-American crew, took the Adams Cup in Lightnings and the Rolex International Keelboat Championship in J/24s. The late **Tom Blackaller** — whose many trophies somehow never included the Rolex Yachtsman of the Year — received a posthumous citation for "lifetime on-the-water achievement and extraordinary contributions to the sport of sailing." Final selection of Rolex award recipients was made by a panel of 14 noted yachting journalists, including *The San Francisco Chronicle's* own Kimball Livingston.

Less is more: **The Small Boat Racing**

## MIDWINTER RACE RESULTS — CONT'D

### San Francisco YC Winter Series

The second and final weekend of the San Francisco YC midwinters opened with an 8-mile driftathon on Saturday, February 24. Only two boats finished, and the entire series was beginning to look jinxed (previously, lack of wind cancelled the second of two races scheduled for January 27-28).

"But Sunday's race (an 11.25 mile twice-around Knox and Crissy course) made up for everything," claimed race chairman Bruce Darby. "We had 15-18 knots of wind and a bit of fog — hints of summer!"

Class winners of the somewhat abbreviated series were *Annalise*, *Finest Hour* and *Esprit*. Full results next month.

### SATURDAY, 2/24:

DIV. I — 1) *Annalise*, Wylie 34 modified, Paul Altman (9 boats; 8 DNF).

DIV. II — 1) *Light N'Up*, Express 27, Ted Wilson. (9 boats; 8 DNF)

DIV. III — 7 boats; all DNF.

### SUNDAY, 2/25:

DIV. I — 1) *Wildfire*, Ranger 37, John Clauser; 2)

*Ringmaster*, Express 37, Leigh Brite; 3) *Coyote*, Beneteau One Ton, Pat Ciganer. (8 boats).

DIV. II — 1) *Finest Hour*, Tartan Ten, Lambert Thom; 2) *Light N'Up*, Express 27, Ted Wilson; 3) *Limelight*, J/30, Harry Blake. (8 boats)

DIV. III — 1) *Wahope II*, Newport 30 Mk II, Walt Wilson; 2) *Toots*, Thunderbird, Curtis King; 3) *Nemesis*, Santana 22, Susan Madrigali. (5 boats)

### Santa Cruz YC Midwinters

February 17's Santa Cruz YC midwinter race was cancelled due to high winds and breaking seas at the harbor entrance. According to race chairman Mark Dini, a make-up race will be held on March 17 (in addition to the regularly scheduled race).

### Sausalito YC Midwinters

Races four and five of the ill-attended six-race SYC Midwinters were held on the overcast and chilly weekend of February 10-11. Fortunately, the 13 boats that showed up at the Little Harding starting line were blessed with pleasant 10-15 knot winds to propel them against 4-knot ebbs each day.

The last race of the series, a make-up for the abandoned January 14 contest, will take place on March 10.

### SATURDAY, 2/10:

DIV. A (spinnaker) — 1) *Illusion*, Etchells 22, Jack Adam; 2) *Camille*, Stewart 42, Bill Permar. (5 boats)

DIV. A (non-spinnaker) — 1) *Windwalker*, Islander 36, Dave Borton; 2) *Desperado*, Irwin 39, John Broderick. (4 boats)

DIV. B (spinnaker) — 1) *Toots*, Thunderbird, Curtis King; 2) *Royal Flush*, Ranger 23, Dan Richardi. (3 boats)

DIV. B (non-spinnaker) — 1) *Footloose*, Vanguard 33, Scott Foote. (2 boats)

### SUNDAY, 2/11:

DIV. A (spinnaker) — 1) *Illusion*; 2) *Camille*. (5 boats)

DIV. A (non-spinnaker) — 1) *Desperado*; 2) *Gatecrasher*, C&C 41, Oz West. (4 boats)

DIV. B (spinnaker) — 1) *Toots*; 2) *Royal Flush*. (3 boats)

DIV. B (non-spinnaker) — 1) *Footloose*. (2 boats)

# THE RACING SHEET

Association (SBRA) recently held two successful "Sail-a-Small-Boat-Days" at Richmond YC. Held on January 27 and February 24, each event drew about 50 sailors to test sail a dozen different designs. "Our organization's participated in various 'real' Northern California boat shows in the past, and we're now convinced this is a better way to introduce people to the fun of sailing small boats," says SBRA's Vince Casalaina, who reminded us that the 1990 SBRA schedule kicks off with the Richmond Opening Regatta on March 31-April 1. This is one of the two big SBRA events of the summer, the other being the DSC Clear Lake Regatta on June 16-17. Anyone interested in learning more about SBRA should call Del Olsen (233-1286), Bruce Arnold (524-2843) or Scott Rovanpera (939-4069).

The United States Yacht Club Challenge Cup, the so-called biennial "All-Star Game" of U.S. yacht clubs, will be contested April 4-7 off Newport Beach. Twelve clubs will test the breadth of their corinthian (no pros allowed) sailing talent in three classes: Lasers and FJs for junior sailors (under 18); Schock 35s for the senior (no age limit) set. Twelve yacht clubs are scheduled



*The 1989 Rolex Yachtspeople of the Year: Larry Klein and Jody Swanson.*

to compete: Balboa, Bayview (Detroit), Cal, Chicago, Indian Harbor (Greenwich, CT), Long Beach, host Newport Harbor, San Diego, Seattle, Seawanhaka (Oyster Bay, NY), St. Francis and St. Petersburg (FL).

## MIDWINTER RACE RESULTS — CONT'D

### Sausalito CC Midwinters

Less than half the boats signed up for the SCC Midwinters ventured out to the Little Harding starting line for the fifth race of this series on February 3. The 21 die-hard boats who did show up for the mercifully quick 5.8-miler encountered a ripping 25-30 knot southerly and torrential rains, a combination which kept spinnakers in their turtles and beers unopened. "At least no one dismasted," said race chairman Robert Kowolik, referring to the carnage in the adjacent CGYC series.

The SCC midwinters conclude on March 3, after which everyone's invited to the clubhouse for a "scrumptious" shrimp dinner followed by the awards ceremony.

DIV. I (PHRF < 175) — 1) **Sangvind**, Farr 48, Jensen family; 2) **Ruckus**, Newport 30 Mk. II, Paul Von Wiedenfeld. (4 boats)

DIV. II (PHRF > 176) — 1) **Impossible**, Ranger 23, Gary Kneeland; 2) **Thalassa**, Ranger 23, D. Sack; 3) **Wherewolf**, Cal 29, John Hauser. (9 boats)

DIV. III (non-spinnaker) — 1) **Little Voyager**, O'Day 22, Lee Garami; 2) **Break Away**, J/30, D. Mead. (4 boats)

### COLUMBIA CHALLENGER — No starters.

### TRITON — No starters.

GOLDEN GATE — 1) **Sanderling**, Bob Counts. (1 boat)

BEAR — 1) **Circus**, Bob Jones; 2) **Huck Finn**, Bruce Chase. (3 boats)

### Vallejo YC Midwinters

Only 7 boats showed up for the finale of the Vallejo YC five-race, one-throwout midwinter series on February 4. "I guess it was just your usual end-of-the-series attrition," said Bill Sweitzer, who prodded his X Ta C to a division win in this race and the series. Certainly, it wasn't the weather that kept everyone away; the 8.3-mile race was sailed in gentle breezes under warm and sunny skies.

DIV. A — 1) **X Ta C**, Olson 29, Bill Sweitzer; 2) **Freestyle**, C&C 33, Bradshaw/Jones. (3 boats)

DIV. B — 1) **Shred**, Santana 23, John Tyer; 2) **Sleeper**, O'Day 27, Gary Cicerello. (2 boats)

DIV. C — 1) **E.T.C.**, Santana 20, Tom Ochs; 2) **Risky Business**, Santana 22, Tom Roff. (2 boats)

**News from the ULDB 70 Association:** The sled class — which some say peaked last summer and is now fragmenting — voted at its annual meeting in mid-January to drop the Ensenada Race/Crapshoot from its now five-race 1990 Championship Schedule and to hold the September "Owner/Driver" Regatta not at the Big Boat Series, but at LAYC (The Watts Trophy). The BBS will become a biennial event for the sleds in even-numbered years.

Also, the February 1, 1991 Puerto Vallarta Race will replace the March Newport-Cabo Race as a championship race, a decision which should breath some life back into Del Rey YC's sagging PV Race. Other noteworthy decisions: fouls committed by sleds in Mexican races will add an hour penalty, whereas TransPac fouls will cost two hours; ketch and fractional rigs were permanently banned (whether to continue to grandfather the fractional *Citius/Ole* was left unresolved); likewise, a decision on whether *Merlin* still qualifies as a sled under the Plan IIC "sled limit" was postponed.

See you in September: Speaking of the **Big Boat Series**, the format for this year's 27th annual Gathering of the Clan has been finally decided. There will be six or seven races jammed into four days (Sept. 27-30) for five classes: J/35s and Express 37s (both sailing their PCCs), two classes of IOR (33 raters and 29.5-31 raters) and two classes of IMS (48-60 footers and 42-28 footers). Hopefully, participants in the StFYC-hosted Swan Regatta two weeks prior to the BBS will stick around to fill out the ranks of the IMS class. As for the IOR classes — well, we'll believe it when we see it.

# THINK GENESIS

## 1990 RESULTS:

- 1st - Class A TransPac - *Taxi Dancer*
- 1st - 50-ft World Championships - *Windquest*
- 2nd - 50-ft World Championships - *Carat VI*
- 1st - Stone Cup - *Ringmaster*
- 1st - Stone Cup - *Wave Runner*
- 2nd - Stone Cup - *Petard*
- 1st - YRA Season - Olson 30's - *Impulse*
- 1st - PHRF-O - *Rocinante*

Around-the-World  
and around the Bay -  
Genesis gets results

THINK



(415) 234-8192  
(415) 234-4334

1230 BRICKYARD COVE RD.  
PT. RICHMOND, CA 94801

GENESIS CLOTH AND CONSTRUCTION AVAILABLE EXCLUSIVELY FROM SOBSTAD

# CHANGES IN

With reports this month from Genesis on the **Mexican milk run**; advice ("go for it, folks") from a couple who just **circumnavigated in a Columbia 24**; news of ex-Sausalitoan Jack Thompson, now happily back in **Bequia**; searching for wisdom with Don Cuddy, who's cruising a Columbia Sabre in **Belize**; a letter from Ellen Seh regarding her travels on the **Mexican Gold Coast**; the news from the **Hawaii waterfront**; catching up with the cruise of the **Incredible**; the highs and lows of Cinnamon's **first Baja cruise**; Carol Post's regular **Hawaiian Eye** column, as well as a bit of background on her Waterfront Postal Center; tips from veterans John Neal and Barbara Marrett on **Australia**; and the usual wealth of **Cruise Notes**.

## Genesis — Niagara 35

**Teri Enger & Dick Southworth  
Cruising Mexico  
(San Francisco)**

We sailed under the Golden Gate Bridge on September 16 and spent two months cruising the coast of California to San Diego. We had a wonderful time and highly recommend it over the 'straight shot' south. We found good anchorages almost

Newport Harbor off the end of Lido Isle. From onboard you can watch all the goings on and it's still just a short ride to the public dock on Balboa Island. We spent two weeks doing final outfitting in San Diego, which we thoroughly enjoyed.

December 3 we arrived in Ensenada, where we cleared Customs and Immigration. In the days that followed we made stops at Todos Santos Islands, Turtle Bay (where we traded candy bars for live lobsters), San Roque (more lobster), Asuncion, (we hit the beer deposito), Santa Maria Bay (more lobster), Mag Bay (yes, more lobster), and Cabo San Lucas.

While we chose to do some overnight passages — which we enjoyed very much — it's possible to daysail almost all the way from San Francisco to Cabo San Lucas.

After enjoying the Papi's Net in Cabo for Christmas, we headed for Manzanillo along with our buddy-boaters: Vic, Nancy and Kyle on *Charisma* from San Francisco; Chuck and Bushwhack on *Ulysses* from San Francisco; and Jim and Karen on *Moko Jumbi* from Seattle.

Of all the gear we added to the boat for our trip, our favorite has been the ham radio. Teri passed her General License test in San Diego and is now affectionately known as XE2 KC6GNC — or Gulf November Charlie for short. The radio, in conjunction with other hams, gives us the ability to phone home, keep up with the health and welfare of friends cruising and get on-site weather reports. It's wonderfull

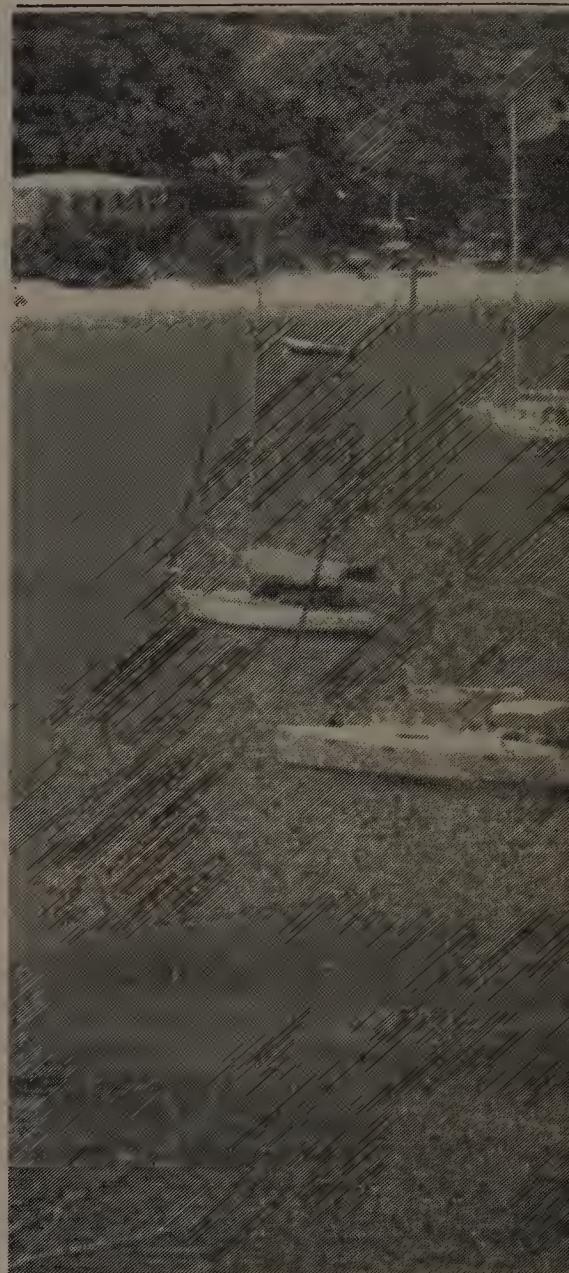
— teri & dick 1/90

## Tola — Columbia 24

**Mike, Karen & Falcon Riley  
Completing A Circumnavigation  
(Coronado)**

Tola is soon to return to Baja Ha-ha Sail Week. She last attended in 1985 when she took second in her class. Since then she's covered a few ocean miles.

After Mike took her to Hawaii, Johnston Atoll, the Marshalls and the Carolines, he met Karen Jakos in Papua New Guinea. We continued on together to Oz, where we were married in the Northern Territory. Then it was on to Ashmore Reef, Christmas Island, Cocos-Keeling, Sri Lanka and India — where



driven insane by cheap rum, Mike threw the birth control pills overboard!

Then it was on to Aden, Sudan, Egypt, Cyprus, Turkey, Greece and Malta, where Falcon was born. Then came Tunisia, the Balearics, mainland Spain, Morocco, the Canaries, Martinique, Dominica, Guadeloupe, Monserrat, St. Barts, St. Martin, Anguilla, the Virgins, Puerto Rico, Dominican Republic, the Bahamas, Florida, Grand Cayman, Panama and now Costa Rica. There's some magic in those names, isn't there? It makes the anchor easier to lift.

Karen liked Sri Lanka and Egypt the best while Mike most enjoyed sailing the Red Sea. One night we were down to a double reefed main and a reefed storm jib, tacking through the oil rigs and under the ships. The night sky was lit from the burn-off of the rigs; it was partly a scene from Dante and partly from sailing heaven. What a night!

We began to see copies of *Latitude* again in Costa Rica; I'd forgotten what a good mag it is. To your readers we want to

**Teri Enger and friends make a marlin of Dick Southworth at the Giggling Marlin in Cabo San Lucas.**

COURTESY GENESIS

everywhere except for San Pedro / Long Beach, where anchoring is prohibited. The Long Beach Port Authorities are happy to rent overnight berths however, which are worth taking if just to walk around Naples.

We especially enjoyed anchoring in



LATITUDE/RICHARD

*Karen liked Sri Lanka, Mike liked the Red Sea, but places like Anguilla were just fine with the Rileys, too.*

say that it's a beautiful sailing life out there if you're more inclined to a life of adventure than a life of ease. Our advice is not to wait until every little thing is perfect, since many jobs can be finished along the way. With Tola, for example, I lowered the cabin in San Diego but didn't extend the cabin into the cockpit until La Paz. The forward ports weren't replaced until Hawaii; the interior not finished to New Guinea; the bowsprit not put on until Sri Lanka. Yet we were out there all along having the time of our lives!

Officials are always a hassle, but it has to be kept in perspective. It took six days for us to clear into Goa, India where I had to sign my name 970 times. So Mexico isn't really that bad.

Luckily, we don't have an engine, which relieves us of one of the biggest hassles of cruising. Although not having an engine sometimes resulted in our having additional adventures. But isn't that what

it's all about? Go for it, folks; it's a hell of a lot easier than you think!

— the rileys 12/89

*Mike, Karen & Falcon — We'd be lying through our teeth if we didn't say we were mighty impressed with what you and little Tola have done. It just goes to prove the old expression, "It's not the boats, but the men (and women and infants) who sail them (that count). We're looking forward to hearing more about your adventures at Baja Ha-ha Sail Week.*

**Spirit — S&S 33  
Jack Thompson & Family  
Bequia  
(Sausalito)**

Some guys have a one track mind when it comes to boats. Like Jack Thompson and Alden-designed wood boats. He's owned three of them.

He bought his first one, Westerner, a 44-ft Alden design that had been built by Alameda's Lester Stone in the year 1936. Ironically, he found her in Europe where

she had been abandoned and was in dreadful condition. Starting in 1974, Jack began to restore her to her former glory. Once the work was complete, he chartered and cruised England, the Med, Tunisia and Greece for three years.

Sailing across the Atlantic in 1979 with his wife Barbara, they landed at the charming little island of Bequia. With Jack as captain and Barbara as cook, they became one of the first boats to charter in the fabled Grenadines. The enterprise continued for seven successful years, with much of the business coming from Mary Crowley's Sausalito-based Ocean Voyages.

Then tragedy struck. Westerner, beloved as only a wood boat can be, caught fire as a result of a leak in her gas engine. She burned and sank a few miles off Bequia. Temporarily homeless, the couple was offered and accepted accommodations in the Prime Minister's residence.

Needing another boat, Thompson had his eye on a 53-foot Fife design that was



'Super Lo' at Bequia, going after the coconut milk with a screwdriver.

for sale in England. His trip to inspect her was postponed when he had to return to Sausalito to visit his ailing mother-in-law.

# CHANGES IN

The boat-buying trip to England was cancelled when Thompson learned that Peter Sutter's old S&S designed *Spirit*, deteriorating in Vallejo, was for sale. Thompson bought the boat in 1985, intent to keep the vow he'd made to friends in Bequia: "We'll be back!"

It's taken Jack and Barbara nearly five years to get to Bequia from Sausalito, but they've enjoyed their many adventures along the way; Panama and Trinidad's Carnival were but two of the highlights.

While the couple is happy to be back in Bequia again, they won't be staying too long. *Spirit*'s been a great boat, but now they'd like something a little bigger. So they're planning to sail to the East Coast and put her on the market. She looks terrific and should find a buyer in a minimum amount of time.

The Thompsons noted two big changes in Bequia. One is the incredible increase in the number of cruising and charter yachts as well as cruise ships. Then there's the weather. "They're thinking of changing the name of these islands from the Windward Islands to 'the Windies'. Neither Jack, Barbara or any of the locals could remember a windier winter, a trend that seems to have been increasing over the last several years.

Anchored only a couple of hundred feet from *Spirit* was a grand old boat of Southern Hemisphere ocean racing fame, the original wood *Freya* that had won the Sydney to Hobart Race an unprecedented three times in a row. Owned by John Corbett, formerly of San Francisco but now a resident of the Grenadines for many years, she's in great shape. Interestingly enough, she too had once sunk off Bequia, but had obviously been recovered.

— latitude 38 2/2/90

**Wavelength — Columbia Sabre**  
Don Cuddy  
Belize  
(San Diego)

Where shall wisdom be found?

*Wavelength* is in Belize City where the good news is that the Fort George Hotel allows visiting cruisers five free days at its dock. If you want to be thrifty, arrive during normal business hours and tie-up at the hotel dock. I did and paid just \$2.50 US. Another boat was charged \$50 US; this included \$20 for a little boat to take the officials out to the anchorage and overtime



*Jack Thompson and family, having returned to Bequia aboard Sutter's old 'Spirit'.*

fees.

I arrived here from Honduras' Bay of Islands via Livingston, Guatemala, where I was denied entry into that country. Irish citizens apparently need a visa to enter Guatemala. There was no negotiating the matter and I was sent back out to sea. I also needed a visa for Belize, but they issued a visa upon arrival. United States citizens don't need a visa for either country, although policies may change. While in Cartagena I accompanied a United States cruiser to the Honduran Consulate; we were told they couldn't issue visas to anyone not travelling on an airplane! None of the boats arriving in the Bay of Islands, Belize had problems with officials as checking into Guanaja was an extremely casual affair.

There was plenty of bad weather in the Western Caribbean during late November and December, and tales of woe abounded. A San Diego boat by the name

of *Neptuania* (I'm not sure of the spelling) was lost on the reefs of Cayo Cajones (Hobby Cays). The couple inflated their raft but the lower chamber was quickly punctured by the coral. Fortunately their liferaft was spotted by a fishing boat just a couple of hours after the wreck. Apparently the boat had lost her way after the SatNav conked out.

Many cruisers are now relying solely on electronic navigation and don't know how to use a sextant. A San Diego-based trimaran hit the reef while approaching Guanaja on the night of November 26. Attempting a night entry was foolish, but that was just a minor problem. The skipper was convinced he was off Roatan! His SatNav had gone out also and he'd been dead-reckoning all the way from the Panama Canal.

"Where shall wisdom be found and where is the place of understanding?" I tell you, the sea just won't stand for such nonsense.

*Native Dancer* (ex-*Starbuck*) limped into Guanaja after a bad Norther blew out her



LATITUDE/RICHARD

main and staysail. The only remaining sail, a storm jib, was incapable of clawing them off the lee shore. How many cruisers have a storm trysail aboard? They probably cost the equivalent of a ham radio installation, a item regarded as 'safety equipment' by many.

Using their engine and the storm jib, the crew of *Native Dancer* held their own until the wind petered out. A sidelight to this story is the fact that water coming on deck prevented the transfer of diesel from the jerry jugs into the fuel tank because the deck fill was — of course — flush-mounted.

Carrying gear on deck is a common practice, but *Climax*, a Force 50 from San Francisco, found it costly. Only miles from *Native Dancer* that same wild night and pitching heavily into big head seas, her stern davits parted company from the rest of the boat. Firmly attached to the now departed davits was the hard dinghy, which also contained a windsurfer and two outboards. The whole recreational package was last seen drifting to leeward.

Next to arrive, breathless in Borocca, was a Canadian by the name of Vince singlehanding *Sadko*. He was anxious to tell how his arrival at Swan Island was met by a hail of lead. Is there anybody out there who still hasn't heard about Swan Island?

*Wavelength* has had a good year, most of it spent in Panama. A delivery from Colon to North Carolina kept me in funds. The boat was *Sea Fever* from San Francisco; her owner died in a Panama City hospital.

While it may come as a surprise to some, in my opinion Panama offers the best cruising between California and Belize. This morning I heard on the radio that *Carapina* (the local nickname for Noriega), was in U.S. custody. So things might even get better.

Cartagena, Columbia was also a delight. Norman of Club Nautico gets my 'Man of the Year' award. Financially embarrassed as usual, he dismissed my mumblings by informing me "we don't charge people who don't have any money." For those coming to Columbia, the Independence Day festivities from November 9-12 make it the most frenzied time to visit. In October they have their annual regatta; *Wavelength* took second in her class. *Panache*, a Niagara 35 from San Francisco, won the big boat division.

If I can get a Guatemalan visa here I will sail back to the Rio Dulce. Then when the weather improves I plan to continue up the east coast of Mexico.

Greetings to all my friends. To those who will be going to sea, may a plastic sextant accompany you.

— don 2/5/90

Don — We still don't "know" about Swan Island. What's the deal?

As for carelessly tying gear on deck, there's no fool like an old fool. About eight months ago that's the method we used to lose a beloved surfboard in the Anegada Passage. Then just last month we lost a new-to-us #5 in heavy weather off St. Vincent. We'd like to think we've learned our lesson, but only time will tell.

Another way to lose valuable gear through indolence is dragging the dink. While in the Caribbean last month we heard several accounts of towed dinghies breaking loose in rough weather and not being recovered. In fact the big motoryacht *Red Herring* reported losing a 21-foot fish/ski boat with all the trimmings in just that

manner. The very expensive set-up was eventually recovered, but everything of value had been stripped off.

Having gotten letters from you and the Rileys on Tola, we have to laugh about the common notion of a 'cruising' boat. You're sailing nothing more than a 5.5 with a cabin and the Rileys circumnavigated in a 24-footer. To top it off, both boats were built by Columbia Yachts, believed by some to be unsafe for sailing past Point Bonita.

#### Our Spirit — Peterson 44

Ellen Seh, Crew  
Las Hadas, Manzanillo  
(San Francisco)

Buenas dias de Manzanillo! I've just finished reading the January issue, obtained courtesy of Erik the Harbormaster here at Las Hadas, and didn't want to waste time in guaranteeing my getting on your April Crew List. I've had luck with it before.

I 'turned left' out of San Francisco Bay on November 15 with a three month (or so) plan to cruise south and have been making headway ever since. The thought of returning to the Bay Area without a sailing connection is frightful, so I'm hoping the Latitude Crew List will once again 'do its



SARAH WRIGHT

They don't have Breuners in Mexico, they've got guys who bring the showroom right to you on the beach.

thing' for this sailor without a boat. I thought about sending my \$5 in an equivalent amount of pesos, but then I

# CHANGES IN

wasn't sure if your sense of humor regarding financial matters is as good as reflected in your editorial style.

As for a brief report from mananalnd, it's been a long string of 'another day in paradise'. I left Ballena Bay, Alameda aboard *Boundless*, a 44-foot Celestial ketch in mid-November. I'd connected with the captain through the October Crew List — as did another member of our four-person crew. We had little wind until Cat Harbor where we delighted in 'shorts weather' brought to us by Santa Ana conditions. After two planned weeks in San Diego we made our passage down to Cabo with stops at San Quintin and the south end of Cedros.

From Cabo, where Gil of Papi's had been so helpful in lining up troubleshooters for small problems with a couple of the systems, we had a wonderful passage across the Sea of Cortez to Mazatlan. There we met up with friends Gus and Lydia Nitsch, who asked to be remembered to all their cruising friends. Still an active ham operator, Gus' call sign is XE2/VEOMCL. He welcomes traffic.

While in Mazatlan we met Federico and Roberto Castro who, as you know, are working with David Kindopp to put together a yacht service business. Currently under construction, the office will be located in front of the aqua blue Flota El Dorado sportfishing building. Roberto and Federico were very helpful in supplying *Boundless* with fuel and assorted supplies; they also



construction had begun on the shower and laundry facilities. A snack bar / cafe serving hot food and simple meals should be finished by the end of February. Although they had no VHF radio by New Years, Federico hoped to have one installed by the end of January in order to monitor 16 from 0800 to 1700. Suffice it to say Roberto and Federico were as helpful as they were simpatico. We left Mazatlan feeling that they will be a very valuable resource to cruisers — and wish them all

disappeared. While anchored in Mazatlan for nine days we tried to uncover 'problem stories' from other cruisers as well as Gus and Lydia; we came up empty. Thus it would appear that Mazatlan is again a safe harbor for cruisers.

From Mazatlan, *Boundless* and her crew of five, some new in Mazatlan, some old from California, headed toward Banderas Bay, with stops in Mantenchen Bay (don't miss Don Miguel and Dona Pia at the Ramada Caleta), Chamela and La Cruz. After that it was the marina at Nuevo Vallarta. Although it's a bit distant from the city of P.V., the marina is quiet and friendly with plenty of shore power and potable water. The small store has basic provisions and there is a laundry and phone service to the States. Free showers and heads are available at the Harbormaster's Office. Slip fees were 20 cents/foot.

A bit further south and much more convenient to all that Puerto Vallarta has to offer is Marina Vallarta, which is growing by leaps and bounds. While it has all the amenities, it suffers from construction dirt, noise, lots of activity and poor water. Dock fees are 30 cents/foot for slips with power and water; 20 cents/foot for slips without.

As is always the case with cruising boats, plans change, and the owner of *Boundless* decided to make a long layover in Nuevo Vallarta. Since I had left San Francisco with a finite amount of time in



SARAH WRIGHT

**Cruisers, old and young, having a ball on a mainland Mexico beach.**

provide a safe place ashore for dinghies. Here's a progress report:

As of the beginning of the new year,

good luck in their efforts.

One final note on Mazatlan. Federico assured us that the thievery problem (mostly dinghies) that had plagued Mazatlan some years ago — and that subsequently kept cruisers away — seems to have



LATITUDE/ROB

**'Club de Yates Rey Coliman' — the yachtie hangout in downtown Manzanillo.**

which I hoped to fulfill my infinite desire for wind in the canvas, I began my search for a southbound boat in need of crew. While boat-sitting aboard Boncutter II (and dog-sitting the well-known basset-hound Freedom), I was fortunate to become acquainted with David and Kim Wallace aboard the Peterson 44 Our Spirit. The couple asked me to join them for their passage south to Acapulco (after which they would continue on to Costa Rica).

Rounding Cabo Corrientes at speeds in excess of nine knots, we arrived at Chamele Bay just 16 hours out of Puerto Vallarta. From Chemela we sailed on to Tenacatita Bay, which by all counts is the most beautiful anchorage so far. During a beer run to town we ran smack into the middle of the Dia de los Gringos parade, which had been preceded by a rodeo and was followed by a huge feast.

We're now happily docked at Puerto La Hadas where we'll stay until the Manzanillo Race boats force us to leave our shoreside slip for the anchorage. With friends from the States expected shortly, we're anticipating lots of fun-filled daysails around the Manzanillo area. Here at Las Hadas the water is plentiful and potable, although shorepower is sporadic. The 36 cents/foot dock fee provides use of all the

hotel facilities (you get an I.D. card which has never been requested) except for the towel and large chair service at the pool, which is \$36,000 pesos. That sounds like a fortune, but it's about \$15 US. Those who choose to anchor out pay nothing — unless access to the hotel and use of the dinghy dock is desired, in which case it's 18 cents/foot. I think the use of the dinghy dock is mostly 'on the sly', but nobody seems to check or care.

In case any mariners are interested in a few days of earthbound luxury, the Presidential Suite at Las Hadas goes for \$900/day. Frankly, we think the 36 cents/foot is a bit more reasonable.

As we wait for the excitement the Manzanillo race boats will undoubtedly bring to the area, we're very much enjoying our days in paradise. I've been working hard at the discipline required to write this epistle, but since I feel it fading fast, I'd better sign off.

To all those readers out there who want to go cruising but don't have a boat or a friend with a boat, let my very positive experience encourage you to be persistent. The only downside of this adventure is the reality that faces me a few weeks down the line: finding myself back at Baghdad on the Bay.

— ellen 2/7/90

*Cruisers — If anyone out there bumps into Gus and Lydia, please tell them that we at Latitude still have fond memories of Lydia's delicious dinner and Gus' entertaining slide show aboard their Acapulco 40 way back in 1979. In the manner of cruisers the world over, we only spent one evening with them, but consider them good friends.*

#### Hawaii Happenings

Reports from others and a first hand inspection indicate that things have been changing rapidly in the Ala Wai Yacht Harbor area. The most obvious change is the construction of the monster-size Hawaii Prince Hotel (or is it condos) on the land between the Ilikai Hotel and Ala Wai Marine that used to be home to a Kaiser Hospital. This project — to be completed by summer — is the controversial one that blocks most of the famous 'Whaling Wall' mural. The construction of high rises during the last 25 years has dramatically affected the winds that blow — or used to blow — across the Ala Wai Yacht Harbor. Locals say

the Hawaii Prince has further cut down the flow of air. If you want hot, try sitting on a boat in the wind shadow of the Ilikai at noon in August. They say Lucifer used to keep his boat there until he finally couldn't take the heat any longer.

The big news at Ala Wai Marine, aka 'Pirate Pete's', is that a Travel-Lift has replaced the rails. A lot of boatowners wished they'd made the change years ago. "When we hauled out there we had to sleep on our ear because they'd never get us out level," complained one former customer. Making use of the new equipment in early January was Lowell North's Tayana 52 Wanago, recently up from the South Pacific. Another welcome addition at Ala Wai Marine is Don, the new manager. "Man what a change!" said one former customer, "he's very pleasant to the customers."

The State of Hawaii, which in the past has done less than nothing for sailors, is



LATITUDE/RICHARD

*The Hawaii Prince. It is going to cut off even more of the soothing trades intended for the Ala Wai Yacht Harbor?*

putting the finishing touches on 72 Med-tie transient spaces out near the breakwater. It's such a stunning reversal it's almost

# CHANGES IN

difficult to accept. The new spots constitute perhaps the most scenic transient docks in the world. To one side is Ala Moana Park, to the other is Waikiki Beach and Diamond Head. In back is the Honolulu skyline and the green mountains; and right out front . . . well, looking toward the ocean you get nothing less than the finest front row seats on what may well be the world's finest summer surf spot, the Ala Mo' Bowl. When the swell is up, you'll see stuff from the comfort of your cockpit that you won't believe. A tip of the Latitude hat to the state of Hawaii for doing something nice for sailors.

The following boats were seen taking advantage of the new facility in early January: *Draconis*, an unusual ferro-cement ketch out of Half Moon Bay; *Odyssey*, a CT 54 out of San Francisco; *Montara Light*, a 50-foot wooden ketch from Seattle; *Hubba Hubba*, a Morgan 46 ketch from Carlsbad; *Sela*, a Westsail 32 from San Francisco; and, *Leilani*, a 50-foot steel sloop, also from San Francisco.

It's no secret that Japanese money has been pouring onto the Islands like soy sauce in the last few years, and lots of it has been spilling out on the Ala Wai Yacht Harbor area. It is Japanese money that is building the Hawaii Prince, and the word is that it was Japanese money that recently

at the old fuel dock site; it's to re-open this summer as a fuel dock that may or may not have a convenience store.

There's also a lot of dark rumors going around about what will happen when the Waikiki and Hawaii yacht club master leases run out in three and seven years respectively. Some say the sites will go to the highest bidders, which is short for 'Japanese'. It would be a great tragedy if the two yacht clubs were to lose their leases. The Waikiki has been a great host to the Kenwood Cup and sailors, and the Hawaii YC, which has been around since 1901, is perhaps the most favorite club of cruisers anywhere in the Pacific. Their hospitality is legendary, as are their announcements of the arrival of TransPac and Molokai Race (Kenwood Cup) boats. Sailing in Hawaii wouldn't be the same without the two clubs.

Fortunately, it's unlikely sailors will have to do without. While both clubs have their master leases up for renewal in the coming decade, their sites are zoned for marine use only. It's a foregone conclusion that their leases will be more expensive — Hawaii YC dues were raised with an eye toward that eventuality — but it's considered unlikely that the local government will be so greedy to price the clubs out of existence. They may make them jump through hoops and kiss government fannies, but the inside word is the clubs should be around at their present sites in the next century. If you've enjoyed either club's hospitality, it wouldn't hurt if you dropped them a line and went on record to that effect. Mahalo.

— latitude 38 2/15/90

## Incredible — Peterson 42 Dr. Earl Hansen & Brenda Ryerson Port Sudan (Fort Bragg & San Francisco)

*Incredible* is now making her way south down the Red Sea; we're planning a few stops in the Sudanese *marsas* before making for the Straits of Bab Al Mandab and the Indian Ocean. It's been a while since we wrote, so we'll bring your readers up to date.

We spent a year cruising the western Caribbean and then spent the winter of 86-'87 in Savannah, Georgia. We made our North Atlantic crossing in May, following the Great Circle Route and the Gulf Stream to the latitude of the Azores, where we



made our turn east. Our landfall in Horta was after 19 days. From there it was east to Finisterre and the north coast of Spain, where we cruised the Rias and down the coast of Portugal, entering the Med in September of 1987. We spent the remainder of the summer in Spain before laying the boat up on the hard in Palma de Mallorca. This is customary in the Med where it is so cold and stormy that nobody sails in the winter. The Balearic Islands are the best cruising the Mediterranean part of Spain has to offer. Menorca is our favorite.

Having finished the usual annual maintenance in the Spring of '88, we headed for the south coast of France but a *mistral* forced us to bear off to Corsica. We spent the next few weeks there and on Sardinia. Our next attempt to reach the south coast of France was easier, but the destination was something of a disappointment. It's so crowded and expensive! Portofino, Italy, the former fishing harbor that has become the place for people with money in Europe, was our next stop. At 42 feet, *Incredible* was the smallest boat in the harbor, which had no less than eight motoryachts over 150 feet in length.

We then headed south again, to Elba and the island groups of western Italy, through the straits of Messina and into the Adriatic. July and August were spent

**They'll be no more railroading at 'Pirate Pete's' — they've got a Travel-Lift.**

picked up the lease for the old Texaco Fuel Dock. The good news is that local zoning laws keep anyone from building a mansion

LATITUDE/RICHARD





LATITUDE/RICHARD

cruising the Yugoslavian coast, after which we sailed up to Venice. One of the highpoints of the Med was sailing right into the wonderful confusion and color of the Piazza San Marco.

Late summer and fall we cruised the Ionian Islands of Greece, then south around the Peloponnesus and into the Aegean. We laid-up in Lavrion, near Athens, until spring. We took advantage of an early *meltemi* and began a most enjoyable season cruising the fabled Greek Islands. Making a near semi-circle, we sailed north to the Sporades, the peninsulas of Khalkidiki, down to Lesbos and the Turkish coast, the Dodecanese, Rhodes, Crete, and then east again to Anatolia and Cyprus. Our last port in the Med was Tel Aviv before making for Port Said and the Suez Canal.

A very belated Merry Christmas to all our friends.

— earl & brenda 2/10/90

**Readers —** Incredible started life as a most unlikely cruising boat. Owned by Chick Leson of the Metro Oakland YC, she was a state-of-the-art racing machine in the late 70's, being driven in events like the Big Boat Series by Tom Blackaller and others. Her then high-tech noodle came tumbling down in the 1977 TransPac.

*The new transient docks at the Ala Wai are a big hit with cruisers — and the view is sensational!*

**Cruising Highs And Lows**  
**Cinnamon — Christina 43**  
**Bob & Donna Dasselle**  
**Portland & Bay Area**

Although sailors for more than 15 years, our first extended cruise was delayed by almost everything imaginable and thus we're about one full year behind schedule. After applying a fresh coat of bottom paint, we departed Alameda in October of last year and have harbor-hopped our way down the coasts of California and Baja. Our Mexican stops included Los Coronados, Todos Santos, Ensenada, Santo Tomas, Cedros, Turtle Bay, Asuncion, Santa Maria Bay and Cabo San Lucas.

It's been a real education. So far the high points of the cruise have been:

+ The five day we spent at Catalina, ending with a great Halloween in Avalon.

+ The pleasant reception we received at many yacht clubs, being allowed the use of their facilities. Clubs of particular note were the Southwestern, Silvergate and San Diego, which hosted us for almost the entire three weeks we were in San Diego.

+ The pleasant and efficient manner in which we've been treated by all Mexican officials, be they in San Diego, Ensenada or

Cabo San Lucas, no matter if we were after tourist cards, fishing and Amateur Radio permits, visas or other necessary documents. Neither of us speak Spanish.

+ The great Thanksgiving potluck dinner aboard with the crews from Kingston Eagle and Courser (from Washington), Nautical Wheeler (Oregon), and Wind Gypsy (San Francisco).

+ The three days spent at Islas Todos Santos where we relaxed and adjusted to manana time.

+ The two times we were royally entertained and awed by large groups of dolphins playfully showing off under and around our boat.

+ The wonderful place we found Asuncion to be; we spent three days there.

+ The fresh lobster and fish meals we obtained from the fishermen and the clams we dug.

+ The welcome and assistance we have received and continue to receive here in Cabo from Gil, Karen and the crew at Papi's Deli.

Of course it can't all be good. On the less pleasing side we've found:

- The rounding of Point Conception — where the weather went from calm and flat to 30 knots on the nose and rough in 30 minutes — not to be fun.

- The reception received by us and others at the San Diego Police Dock. Are these people overworked or is there some



SARAH WRIGHT

*Gil & Karen — their kindness to yachties is the only constant in ever-changing Cabo San Lucas.*

other problem?

- When storm seas rolled Donna out of her bunk and onto the cabin sole, causing

# CHANGES IN

her to lose her front teeth. She now has new ones thanks to a fine dentist in Cabo.

As any math major can calculate, the highs far outnumber the lows, so we've been having a wonderful time and are looking forward to the next five or ten years of cruising. As for now, we're planning to head up into the Sea of Cortez.

— bob & donna 1/23/89

## Hawaiian Eye Carol Post Waterfront Postal Center (Keehi Marina, Honolulu)

With each passing month Carol Post's Waterfront Postal Center has increasingly become the cruising information center for Hawaii — if not the greater South Pacific. As such, Post is frequently approached for news on the whereabouts and well-being of mariners and boats by such agencies as the Coast Guard, FBI and Customs. They figure if they need to locate a mariner or boat in that part of the world, Post is the one with the resources and contacts to get the job done.

The gregarious Post's Postal Center also serves as an on site community center for the many mariners in the Keehi Lagoon area of Oahu. With 340 boats in slips and another 270 in the free anchorage, it's no small community. Well respected by most, the curly-haired Post serves as the local psychiatrist, mediator, judge and jury.

Originally from San Diego, Post sailed her custom Islander pilothouse *Beche de Mer* to Hawaii in August of 1984. During the three weeks at sea she discovered that long passages were not her cup of tea. So she settled in Keehi as a liveaboard and happily retains that floating residence to this day.

Making use of a windowless 20 x 20-foot room, in October of 1987 Post started "a business that had been needed in Hawaii for years, a cruiser's mail forwarding service". It's grown in all ways since that time so that Post describes it as "a one stop sailor's shop". For not only does mail get held or forwarded, but you can make or receive phone calls and faxes, file float plans, sell boats, cars, dinghies and used marine gear — and soon you'll be able to get passport photos, money orders and have keys made.

Once active in the politics of organizing San Diego Bay, Post has been involved with the many proposed plans for

Keehi Lagoon area that popped up after Dennis Conner made the industrial area the base for his America's Cup testing back in 1986. As many as 2,000 more berths have been proposed for the vicinity. Post's basic belief is that the area — particularly the anchorage — should be cleaned up, but that its character should not be altered. Liveaboards in the Keehi Lagoon already live in a kind of limbo. Nobody hassles them for living aboard *per se*, but as a result of being under a noisy Honolulu Airport runway, the area is zoned as being "humanly uninhabitable".

The busiest time in the islands is later summer thru November, when cruising boats begin returning from the South Pacific. Others stay to cruise Hawaii for the winter and then head back to the mainland in April. Some just stop in Hawaii for a few weeks before continuing on to California. According to Post the number of boats coming through Hawaii increased last summer.

While Post was spending most of February in San Diego, the following boats filed reports with the Postal Center:

Madam, a Hans Christian 38 from Los Angeles arrived in Hilo late last year after a 20-day sail up from Bora Bora. Richard and Marian Hatch and son Mike had left L.A. in February of 1989 for Cabo, sailed up to La Paz for Baja Ha-ha and to enjoy the islands, and then took off in April for the Marquesas, Tuamotus and the Societies. After Hilo, the Hatchs' enjoyed Maui, Lanai and Honolulu. Then plan to return to California in early July.

Some highlights of their trip: "Va Pou in the Marquesas is gorgeous and drift-diving the pass at Rangiroa is a must. Ahe was our favorite port of call. Moorea is too beautiful to pass by quickly. Bora Bora is fantastic. The fishing was good throughout, especially in the Marquesas. Our fish tip is to buy extra tough leaders; three feet of strong wire is best. The ham radio was an absolute joy and the net controls on the Pacific Maritime net (0030 Z) are worth their weight in gold. Special thanks to Les on Moorea, Ron on Caroline Island, Arnold the weather man on Rarotonga, and of course Fred on Oahu."

Queen Esther, a 44-ft Roberts-designed steel ketch built in Stockton by owner Brent Baker, sailed for Cabo in March of 1989 after which she which she made the crossing to Hilo. The crew was wife Debbie



and daughter Connie. Plans call for a sail to Palmyra, then back to Hawaii and California. So far the passages have been uneventful.

Also arriving in Hilo from Cabo were Bob & Joan Shipley aboard Loana, a 45-foot Crealock-designed ketch out of San Diego. That was a while ago, however, after which they continued on to Fanning, American Samoa, Tonga, New Zealand, Fiji, Western Samoa, Christmas Island, Kiribati and Honolulu. They arrived back in the Hawaiian Islands in September of last year and plan to continue on to Seattle if not Alaska.

When heading up from the South Pacific in July and August, the Shipley's — unlike those who came through Palmyra and had to pound to Hawaii — had southeast trades to 10°N 149W, then a beam reach in northwest trades to Honolulu.

Vallejo's Larry Anderson sailed down the coast of California starting August 12 of last year aboard his Pearson 32, Scherazade. Leaving San Diego rather late in the year,



LATITUDE/RICHARD

*Carol Post, holding mail as well as holding things together in the Keehi Lagoon area.*

(where you tie your boat between two pilings) go for \$15/week — shower and laundry facilities included.

The next day we went back down the river and got guest moorage and privileges at the Royal Queensland Yacht Squadron, where we are now. Moorage is \$40 Aussie per week for a 10 meter slip and \$50/week for a 15-meter slip. The RQYS has a 27-ton Travel-Lift; we know of two cruising boats that had excellent LPU paint jobs done here at reasonable rates.

Soon we got to talking with Geoff Anderson, who was painting the bottom of a good-looking steel Freya 39. When we mentioned we were going to rent a car to see the rest of Australia, he said, "We'll fix you up, mate!" It turns out that he owns a car lot and sold us a great '75 Holden (like a Chevelle). We had a lot of fun cruising around in it; into the Glasshouse mountains, along the coast to Mooloolaba and Bundaberg and then back. After cruisers

he arrived in Honolulu on December 23 with plans to continue on to the South Pacific. Although a November and December passage across the Pacific is not recommended, Anderson's crossing was "lovely, with 10 to 30 knot winds". The fishing wasn't bad either. Using red and white feather lures, he caught 10 to 20-lb dorado most of the way across.

— c. post

**Mahina Tiare — Hallberg Rassy 31**  
**John Neal & Barbara Marrett**  
**Tips On The Milk Run**  
**(Friday Harbor, WA)**

*Editor's Note: Continued from the January issue.*

**Brisbane.** I've entered many different major ports in my life, but Brisbane is the trickiest. There are miles of channels through shallow water with shifting shoals followed by a six-mile motor up the river to the Quarantine Dock. If Mooloolaba was a Port of Entry, we'd certainly have entered there first. Three miles further up the river in the center of Brisbane, pile moorings

told Anderson that a car dealer in Keri Keri, New Zealand sold good used cars with a guaranteed buy-back price, Geoff has offered to do the same. His company is Birkdale Motor Market.

During our trip up the coast we checked out all of the marinas, boatyards and dry-storage facilities we could find. Here's the scoop, starting at Bundaberg, which is at the southern end of the Great Barrier Reef, and heading south.

Parenthetically, most boats don't spend the hurricane season north of Bundaberg because hurricanes do come through every year. Several locals even told us they wouldn't spend the season any further north than Brisbane, which they claim gets hit by the southern edge of some hurricanes. Just a few years ago, for example, all of the visiting yachts tied to pilings in downtown Brisbane ended up in the middle of the Botanical Gardens after high water and strong currents caused by a passing hurricane floated their dock lines over the tops of pilings. Alan Lucas' book, *Cruising the Queensland Coast*, has a good section about choosing a harbor to wait out hurricane season. In any event, here's what we found:

**Bundaberg**, up a river with an easy entrance, is a Port of Entry. It has a newly-expanded boatyard and a small harbor near the river entrance. Without a Travel-Lift, they use a bit of a jury-rigged method of lifting and moving boats. There is also a private marina a few miles up the river in town which managed to squeeze in a few visiting yachts this year. A small town, Bundaberg is somewhat famous because of Bundaberg Rum.

**Mooloolaba**, some 60 miles north of Brisbane, was our favorite town and harbor. The Mooloolaba YC is just inside the river entrance and has a 200-berth marina — and a reputation for going out of their way to accommodate visiting cruisers. Manager Malcolm White said that they are usually packed during December and January, when most of the charter and local boats come down from Townsville and Cairns to escape the hurricanes. He recommends that visiting cruisers arrive and get their berth by November. Their rates are \$160 (Aus) per month for a 10 meter slip. Brown's Slipway next door has a new 45-ton Travel-Lift and they only charge \$2.50/ft round trip for haulouts. There is a chandlery, sailmaker, electronics repair and tool rental facility on

# CHANGES IN

site. This looked to be, by far, the best place to haul if work was needed. If the yacht club and Brown's are full, Lawrie's Marina is just another mile up the river. They charge almost \$200 (Aus) for a 10 meter slip and \$3/ft for haulouts.

**Caboolture**, about halfway between Mooloolaba and Brisbane, is home to Monty's Marina. Several miles up a twisting and shallow channel, it had the lowest prices around. It's just \$2/ft to haul, \$80 for cradle use, \$140/month for dry storage and \$60/month for liveaboards.

There is still much confusion about what foods can be brought into Australia — and much of the confusion stems from the fact that Australian Embassy officials and agriculture inspectors don't always know the rules themselves! Here's the lowdown:

Meat and meat products not clearly marked as coming from Australia, including canned or frozen chicken, will be confiscated. Fish or fish products are alright. Seeds, nuts, dried beans or grains capable of sprouting or growing if planted, will be taken. This includes popcorn, lentils, bean and alfalfa sprouts. Fresh or powdered eggs and their containers will be taken as well as any milk products from France. Milk and cheese products from New Zealand, the United States, England and Ireland are permitted.

If you arrive with lots of canned meat that you don't want to part with, request that the Agriculture Inspector seal them in a quarantine bag and leave them with you, to be opened once you leave the country.

Cruising with pets onboard is a real hassle in Australia. Boats with pets are not allowed to tie alongside a dock or be hauled-out in a boatyard while animals are onboard. This means you'll be banished to anchoring out or being on pile moorings — a real drag when there are so many convenient marinas.

Australia is an exciting frontier country — and it's huge! We drove for five days, but the distance covered looked minuscule on the map of Australia. The beaches and surfing are great, the people friendly, and it's fairly inexpensive to travel around.

— john & barbara 11/9/89

**John & Barbara** — Since you just bought a Hallberg/Rassy 42, you might be interested in the following information passed on by Jimmy Cornell of the ARC. "Apart from its lighter side, the ARC net proved its value soon after the start when two emergencies galvanized the net into action. First, the Norwegian boat Marie

Galante, a Hallberg-Rassy 42, came on the net asking what to do about a loud knocking sound that came from the rudder. Within minutes, Iain McLaren of Bonnie of Clyde put their anxieties to rest by telling them that he used to have an identical boat and had experienced the same problem without any serious effect. Apparently the noise was produced by a loose nut that allowed some play of the rudder stock, but the rudder itself was in no danger of falling off."

So you might want to keep that in mind.

## Cruise Notes:

If you own an Aries, Roughwater or Westerly 32, you'll be interested in the experience of Vallejo's Fred Quigley and Sue Sweitzer, who had a potentially serious mishap with their **Vita Nova** on the way to Hawaii. The couple sailed out the Gate and down the coast to San Diego last October in company with Larry Anderson on the Pearson 323 **Scheherazade**. In early November the two skippers decided to change plans; instead of sailing to Mexico, Costa Rica, Hawaii and the South Pacific, they'd sail to Hawaii first and enter the South Pacific by the 'back door'. And so the two boats took off for the Islands on November 11.

Three days and 317 miles out, **Vita Nova** was crippled. They were carrying a 90% jib and Fred was putting in a second reef when they heard a weird shudder. Looking aft, they saw their Monitor windvane entangled with the fishing pole and — worst of all — the backstay was loose and flogging. Had they been on anything but a reach they figure the mast would have come down.

"The Aries 32 is a great ocean cruiser but for this one weak spot," they write. "The boat is designed with a boomkin that uses a 90° angle in the lower solid stainless steel rod struts that are welded to pads bolted to the hull. When the weld joints broke loose the boomkin, with the added pressure of the Monitor windvane, was forced upward, which in turn kinked and split the upper stainless steel tubes." As of late December, Fred and Sue were in San Diego waiting for gussets to be welded to the pads and have the rods cut and fitted with turnbuckles to do away with the dangerous 90° bend and small welded surface. With the 'window' to Hawaii closed for the winter, they were planning on headed to the warmer climes of Mexico.

Speaking of Mexico, the word from La

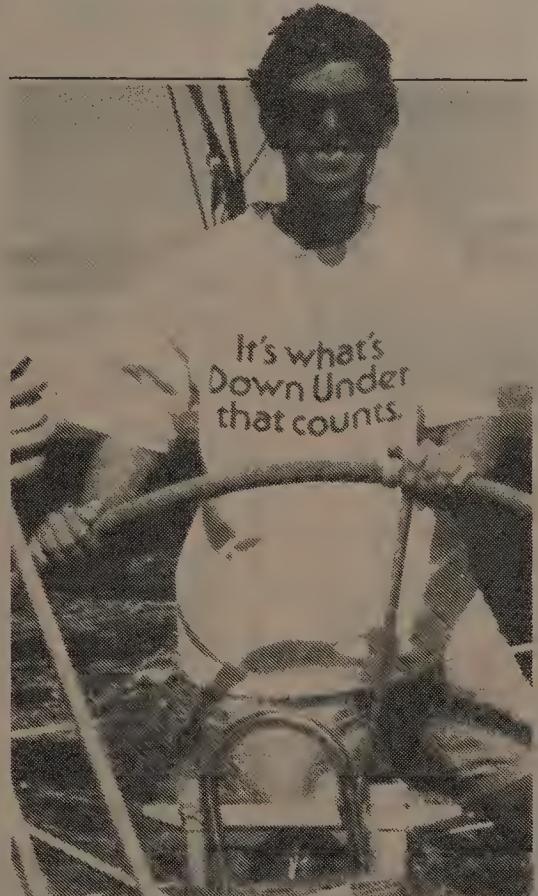
Paz is that 'inspection' fees are no longer being assessed boatowners applying for **Import Permits**. In fact the rumor we heard is that the honcho at Aduana who instituted the policy got sacked. If so, it wouldn't be the first time. In the late 70's the Port Captain in La Paz suddenly demanded Import Permits of everyone; he got canned after about 60 days.

A year ago the word from La Paz was that yachts would have to have **holding tanks** and either pump them at sea or at one of the pump-out stations that were to be in operation by November of 1989. Things aren't getting done any faster in Mexico, so there are no operational pump-out stations and as yet no requirement to use holding tanks. The change is coming, but don't hold your breath.

Subscriber **Dianne Sweet** of Orinda writes that "we will be shipping our Pearson 385 to Florida in late February and will cruise the East Coast up to New England and then the Bahamas". But Dianne, who is the rest of the 'we' and what's the name of your Pearson?

Similarly, we recently got an unsigned letter from the "Captain and First Mate of **Nikki Loraine**". They write: "During 1989 we sailed the entire length of the East Coast, from the west coast of Florida to northern Maine. It was a very different cruising experience from our three years in Central America. Having ready access to U.S. boatyards, grocery stores, telephones and so forth made life easier but less challenging. While in Central America, all the American and Canadian boats formed an instant floating community based on the need to share local knowledge, repair skills and advice. In American ports we are just one of thousands of boats enjoying the coastal waters of the United States. The fact that we live on our boat sets us apart, of course. Also the San Francisco hailing port arouses interest and questions. 'Did you bring the boat around the Canal? Just the two of you? And you're still together?'

How to keep your First Mate happy in the 'tough stuff'? Bruce Pine of Half Moon Bay's **Sea Dancer** recommends "giving her the helm and looking for the big grin". The accompanying photo of Wendy Pine is evidence in support of the theory. She's driving Doug Vann's Farr 44 **Tiare** upwind across the Molokai Channel toward Lanai in 40 knots of wind with 15-foot seas during a wet and wild Thanksgiving Weekend. **Tiare** was kept reasonably upright by a triple-reefed main and a deeply furled jib. The Pines, who have known Vann since he kept



COURTESY BRUCE PINE

*Wendy Pine, being kept happy in the 'tough stuff' between Oahu and Molokai.*

Co. Ltd., Engine and Powertrain Lab, 1, Natsushima-cho, Yokosuka, T237 Japan or fax him at 81-468-66-0472. After finishing the Peace Race from Pearl Harbor to Hiroshima, Robben sailed to Korea. He writes: "I am presently in Pusan, the principal port of South Korea, alone, but enjoying and appreciating the country, the experiences and the hospitality of Korean friends. It's the first place I've been where I did not know anyone in advance; and it's a fairly foreign place that's a long way from home. I cannot read any signs nor understand the language. However, many Koreans speak reasonable English and I have met many people who have helped me and taken me places. I took several Korean friends on a week long sailing trip to the island of Cheju; it was fun for everyone. While there are no foreign yachts here and very few Korean ones, they built a fine yacht harbor for the Olympics in 1988, so Kialoa II is well-sheltered. She's a powerful influence, attracting people and adventures. Reasonably majestic, she is also demanding and enforces a strong and unyielding discipline. She seems like a vehicle that is taking me on an unfolding adventure, and to some extent I am letting the circumstances, the people I meet, and perhaps fate, determine what will happen

next." Sounds great to us. Good on ya', Frank. By the way, the Nissan address is because Robben took a six month job with them at the start of the year.

We're really gratified with the number of people who have apparently had good results with the *Latitude Crew Lists*. Among them is Debbie Dolphin. "I just wanted to let you know I've done almost all of my sailing directly or indirectly through *Latitude 38*, including last year's trip to Mexico and spectacular Isla Socorro, and a month on a 50-ft trimaran. Thanks for your mag — and thanks for not using glossy paper. They say the 90s will be the decade of the environment and we can each start by cleaning up our own acts."

For those interested, the next *Crew List Party* will be held April 12 from 6 to 9 p.m. at the Corinthian YC in Tiburon. We hope to see you there.

Cruisers who were in Mexico eight or nine years ago might remember the 50-ft ferro-cement ketch out of Los Angeles by the name of *Clytie*. We can't recall the names of her owners — Oliver, perhaps — but the home-built boat caught fire and was gutted. We knew they had begun rebuilding the badly damaged interior, but hadn't heard from them again. At least not until late February when we spotted her anchored and looking great at Gustavia, St. Barts. We didn't get a chance to drop by before she set sail, but we sure hope it's her original owners who are enjoying her. There's no more satisfying stories to us than of owners who have bounced back from adversity.

Woe to cruisers who decided to risk spending the **South Pacific hurricane season** tucked away in Western Samoa. Tropical cyclone (what we call a hurricane) *Ofa* ripped though with 160 mile per hour winds, causing the worst damage there since 1899. Many small villages on the remote islands were reported to have been ripped apart. How does a human protect himself against a tropical cyclone where the buildings are of flimsy construction? You literally strap yourself to a tree — and hope the tree doesn't blow over.

A short time later residents of the Cook Islands were preparing for the arrival of cyclone *Peni*. We've no word on the damage.

We leave you this month with these words to live by seen in the Immigration office on the lovely little island of Bequia:

*"Leave nothing but footprints,  
Take nothing but photos,  
Kill nothing but time."*

his *Bounty II Tiare* in Berkeley, were married by Vann aboard the new *Tiare* off the west end of Molokai in June of 1988.

According to Bob Jensen, the former owner of the much-travelled Columbia 50 *Simoona*, Vann does as well racing as he does cruising. Vann took champagne both times Jensen crewed with him this winter.

Need a ride to the market or a similar little favor in Puerto Vallarta? Barbara Thomas needs to do a little daysailing off Puerto Vallarta. She thinks maybe you can work out a trade or something. You can reach her at Condominios El Dorado #13 or 011-52-322-25022.

Nancy Slocumb and Karl Brosing spent six years in Mexico and a year making their way to Florida. They've been in the Sunshine State for the last 2½ years refilling *Kon Tika*'s cruising kitty, but don't much care for it. "Our hearts are still in the Bay Area," they write. "We've been away too long." Hopefully their new subscription will bring home a little closer.

Shelly Rothery survived hurricane *Gilbert*, the so-called 'hurricane of the century' while working as a sailing instructor at Club Med in Cancun, Mexico. The terror and devastation really set her back. She spent that winter working for a bareboat company and on charter yachts out of St. Thomas in the U.S. Virgin Islands. She had a plane ticket to return to St. Thomas on September 27 to work another season, but that was right after horrible hurricane *Hugo* ripped through. "I just couldn't bear to see the devastation all over again," she writes, explaining why she didn't return. But sometimes things just turn out for the best. Shelly's now in Baja with her San Diego boyfriend aboard *Baccara*, a 65-foot yawl that has plans to sail down to Costa Rica.

Speaking of Costa Rica, we hope to have a full staff report on the cruising facilities down there. The folks at the Institute of Tourism have been kind enough to invite us down, and we're more than happy to accept. Costa Rica is one of the places we've longed to visit — and hey, they're supposed to have some terrific surfing! We'll keep you posted.

Having spent 1989 cruising the east coast of Australia from Mooloolaba to Gladstone aboard their Cal 35 *Counterpoint*, Mary and John Vetromile of Sausalito advise all their friends that until April 1 their mailing address will be c/o Lawries Marina, Orana St. Buddina, Queensland 4575, Australia.

Friends of *Kialoa II*'s Frank Robben can write him until June c/o Nissan Motor



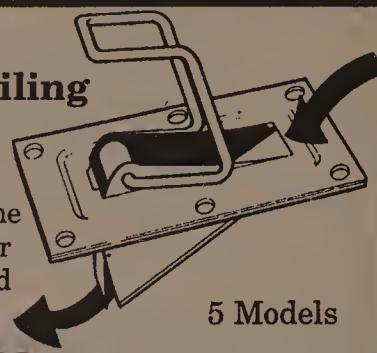
**Alar Yachts**  
5527 NORTH SHORE DR.  
DULUTH, MN 55804  
**(218) 525-6596**

## SANTA CRUZ 27 LIVES!

Now in Production in Duluth, Minnesota  
Same Hot Boat – Same Low Price!  
This Fall Beginning Production of the ALAR 40 by George Olson

## the solution ... for Performance Sailing **BAILER**

Originally sold under the name Elvstrom, the Andersen Bailer is world famous for design and quality in stainless steel.



5 Models

 **ANDERSEN**

P.O. Box 13015,  
Ft. Lauderdale, FL 33316

(305) 525-7537  
FAX (305) 525-7544

**BOAT CUSHIONS**  
**CUSTOM DOWNWIND CANVAS**  
  
**DESIGNS**

JANE SILVIA  
(415) 332-9593

FREE  
ESTIMATES

71 LIBERTYSHIP WAY  
P.O. BOX 931  
SAUSALITO, CA 94966  
Next To  
Schoonmaker Point Marina

## CAPTAINS SERVICES FOR 1990

### POWER OR SAIL



- DELIVERIES – Coastal and Local, Yachts to 100 tons.
- New! – BUYERS ASSISTANCE – Want to look at 4 or 5 boats but don't have the time? Hire a captain – receive an unbiased 3rd party written report of each boat along with still pictures and a VCR review.
- SEA TRIALS – Owners/Brokers need help performing sea trials. Hire a captain and let the boats' performance complete the sale.

Licensed Captains and Experienced Crew Available.

**CRUISING SEAS BOAT DELIVERY SERVICE**  
**CAPTAIN DUKE COMBS (707) 746-7190**



### SEAGULL® IV WATER PURIFICATION SYSTEMS

The most effective, economical, tested and proven water purification devices for the Marine Industry today are General Ecology's non-chemical SEAGULL IV systems. Compact, stainless steel units remove bacteria, chemicals, metals and gasses.

If your concerns are drinking water taste and purity onboard or at home, SEAGULL® IV is the solution.

### GENERAL ECOLOGY OF NEW ENGLAND

P.O. Box 412, Tiburon, CA 94920  
(415) 435-2472 • (800) 426-4556

Electrical & Refrigeration  
Heating & Air Conditioning  
Corrosion Control  
Equipment, Sales, Service & Installation

### EMS EDINGER MARINE SERVICE

399 HARBOR DR., SAUSALITO, CA 94965  
**(415) 332-3780**



### GIANOLA & SONS

Award Winning Canvas Products  
Custom Interiors & Cockpit Cushions  
Family Owned and Operated Since 1969

400 Harbor Drive, Sausalito  
For Free Estimates Call  
**(415) 332-3339**

### BRUNO'S ISLAND

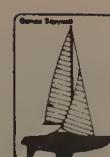
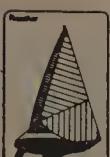
First rate,  
protected  
deep draft  
moorage  
in the  
heart of  
the Delta



**BRUNO'S**  
Island

(at Light 41 on the San Joaquin River).

1200 W. Brannan Island Rd.  
Isleton, CA 95641 **(916) 777-6084**



## SAIL EXCHANGE THE SAIL BROKERS

USED SAILS UP TO 70% OFF



OVER 2,000 MAINS, GENOAS AND SPINNAKERS  
ON OUR LIST!

407 FULLERTON AVE., NEWPORT BEACH, CA 92663

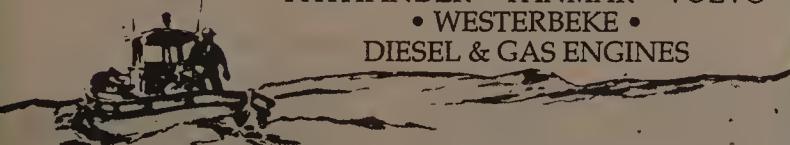
(714) 631-0184



## GOLDEN STATE DIESEL MARINE

PARTS AND SERVICE

PATHFINDER • YANMAR • VOLVO  
• WESTERBEKE •  
DIESEL & GAS ENGINES



351 EMBARCADERO  
OAKLAND, CA 94606

(415) 465-1093

## HEAVY DUTY DEEP CYCLE MARINE BATTERIES



Available at the following local marine chandleries and service distributors:

Landfall Marine, Sausalito  
Nelson's Boat Yard, Alameda  
Neville Marine Electric, Alameda  
Stone Boat Yard, Alameda  
Svendsen's Chandlery, Alameda  
Proper-Tighe Marine, Alameda  
Star Marine, Alameda  
Golden State Diesel Marine, Oakland  
Berkeley Marine Center, Berkeley  
Boater's Friend, Berkeley  
Scandinavian Marine, Berkeley  
Nau-T-Kol Marine, Richmond

**AMERICAN BATTERY**  
Hayward, CA (415) 881-5122

## WHAT DO WINNERS HAVE IN COMMON?

# Excellence for Yachts

NATIONAL BISCUIT • MORNING STAR • HANA HO  
DELIVERIES • COMMISSIONING • RIGGING  
(415) 332-1234 403 NAPA STREET SAUSALITO, CA 94965



Alameda's  
Finest  
Yacht Harbor

Compare  
Our Rates

(415) 522-9080

1535 Buena Vista  
Avenue  
Alameda,  
California 94501

## FEENEY WIRE ROPE & RIGGING



2603 UNION ST. OAKLAND, CA 94607 (415) 893-WIRE  
Mon-Fri 8-5 Sat 9-1 pm (Except holiday weekdays) (9473)



### GOODS AND SERVICES

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> ANCHORS            | <input type="checkbox"/> BLOCKS                | <input type="checkbox"/> CABLE                 |
| <input type="checkbox"/> CHAIN              | <input type="checkbox"/> CHAIN & CABLE CUTTERS | <input type="checkbox"/> CORDAGE (ROPE)        |
| <input type="checkbox"/> CUSTOM FABRICATION | <input type="checkbox"/> HAND SPLICING         | <input type="checkbox"/> HARDWARE & FITTINGS   |
| <input type="checkbox"/> HYDRAULIC PRESSING | <input type="checkbox"/> INSULATORS            | <input type="checkbox"/> LIFELINE ASSEMBLIES   |
| <input type="checkbox"/> NICROPRESS         | <input type="checkbox"/> PUSH-PULL CONTROL     | <input type="checkbox"/> ROTARY SWAGING        |
| <input type="checkbox"/> RUNNING RIGGING    | <input type="checkbox"/> SHACKLES              | <input type="checkbox"/> STANDING RIGGING      |
| <input type="checkbox"/> TURNBUCKLES        | <input type="checkbox"/> WINCHES (HAND & 12V)  | <input type="checkbox"/> WIRE TO ROPE SPLICING |



## INSURANCE RATES TOO HIGH FOR BOATS !

**BOATOWNERS:** Now you too can save  
on the cost of insurance on your boat policy  
and expand the navigational limits.

### DISCOUNTS AVAILABLE 36' Sailboat

|                         |                     |
|-------------------------|---------------------|
| Protective devices      | Value \$65,000      |
| Boating Education       | Liability \$300,000 |
| Diesel Engine           | Medical \$5,000     |
| Annual Premium \$312.00 |                     |

Ask For  
**DON GOGNA**

(415) 866-7002

## SEA THE FINEST! JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!

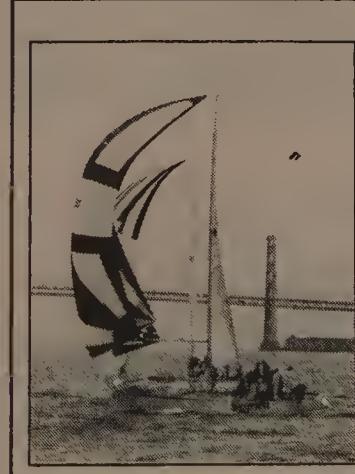
The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTION will be used for demonstration and as training aids, or will be sold to advance the instructional program.

DONATE YOUR VESSEL TO THE CALIFORNIA MARITIME ACADEMY!

For additional information and free brochure, call or write:  
CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.  
P.O. Box 327  
Vallejo, CA 94590  
(707) 648-4216



# CLASSY CLASSIFIEDS

Ads taken through the mail  
or in person only.

*Sorry, no ads accepted  
over the telephone.*

Money must  
accompany ad.  
No Classified billing.

Check, cash or  
Money Order –  
No Credit Cards.

## DINGHIES, LIFERAFTS AND ROWBOATS

**AVON ROVER 3.10 INFLATABLE.** 10-ft Hard transom inflatable keel, 2 piece oars, rigid seats, floorboards, pump, carrying bags, bow dodger, Good condition. \$600. (408) 624-8910.

**SABOT SAILING DINGHY, 8-FT** Sabot F/G dinghy complete w/mahogany spars, leeboard, rudder and tiller. Includes sail and oars. Excellent rowing machine or yacht tender. \$650. Call (415) 521-8107 eves or leave msg.

**8-FT COLUMBIA F/G DINGHY** w/oar, davithooks & 2.2 Merc. \$700. Laser complete, needs TLC, \$650, will consider trade for inflatable or cruising gear. 829-5725 eves.

**INFLATABLE - ACHILLES LT-2,** virtually new, comes with floorboards, oars, o/b bracket & carrying bag. Always rinsed and deflated for storage. \$300. (408) 358-1366.

**ZODIAC MARK I INFLATABLE, 1984.** 11-ft 6" with aluminum floorboards. Capacity for four adults and gear. Three inflatable main cells plus inflatable keel. Used five years as tender. \$1,000. (415) 459-7038 eves/wknds.

**16-FT GLOUSTER GULL LIGHT DORY.** 130 lbs. Pro-built of epoxy sealed Fin birch. Awlgrip Jade Mist Green. Sliding rowing seat, Spruce cupped oars. Cartopable, surfable & towable tender. \$3,200. (415) 381-4963.

**RONDAR 505, 1979.** Completely race ready. New Harken & Proctor rigging. Certificate in '89 very near min. weight. New Lindsey sails/spares, cover, excellent trlr, adjustable everything. Best of everything in rig. \$3,100. (408) 996-8094 all day.

## PERSONAL ADS

1-40 Words: \$20  
41-80 Words: \$40  
81-120 Words: \$60  
Personal property/help wanted

## BUSINESS ADS

\$35 for 40 words  
maximum  
Service(s) or business you are selling;  
charters; 1 boat per broker

## DEADLINE:

18th of the month prior to publication, even if it falls on a weekend and/or holiday.

*Sorry, but due to a tight deadline, we cannot accept changes or cancellations after submitting ad.*

\$3.00 for postage and handling for individual issues requested.

Mail To:  
**LATITUDE 38**  
P.O. Box 1678, Sausalito, CA 94966  
or  
**Street Address: 15 Locust, Mill Valley, CA 94941**  
**Attn: Classified Dept.**

**14-FT LAPSTRAKE SKIFF.** Mahogany ply & white ash, in concourse condition. Built by Canadian Canoe Co. in Ontario. Spruce oars & anchor. With trailer, in new condition. \$1,200 or b/o. (415) 333-2090.

**10-FT YUKON DINGHY.** 18 hp Nissan o/b, used once. \$2,500 or b/o. Richard 283-9928.

## 24 FEET & UNDER

**US 22, F/G SLOOP,** 1982. Johnson 8 hp deep shaft o/b w/cockpit controls, galley, porta-potti, VHF, inflatable dinghy, etc. Delta berth. \$6,500 or b/o. (209) 748-5721.

**FREEDOM 21, 1984.** Bristol condition. Exceptional design for singlehanded sailing but sleeps 4. Depth, speed, reliable o/b, Berkeley berth. This elegant beauty is for the truly discerning sailing. New bottom paint, survey report. Sacrifice for winter sale. \$10,900. Call (415) 549-3788.

**PACIFIC DOLPHIN 24-FT 3", 1978.** Sparkman & Stephens designed. Maintained like new. Genoa & jib, VHF, swim ladder, Evinrude 6 hp longshaft. \$9,000 o.n.o. (two boat owner). (415) 948-6261.

**RANGER 20, 1980.** Excellent condition. 7.5 Evinrude, dodger, porta-potti, radio, lights, new marine battery, compass, KM, EZ Loader trailer, new genoa, new bottom paint 10/89. \$5,250. Call Mike (707) 575-0746.

**COLUMBIA 24.** Well maintained, bottom painted every year, brightwork beautiful, 5'9" hdmr, full keel, sturdy Bay boat, o/b low hrs, all new rigging, 2 jibs. \$5,500. (415) 456-3495.

**CATALINA 22, 1973.** Swing keel with extension tongue trailer. New 5 hp two reef main and 90% jib in excellent condition. 130% also. Set up for Bay. VHF, stereo, porta-potti, bilge pump, lights. N: (415) 873-8180 D: (415) 368-7692.

**BEAR 23-FT. #55 of 61 built.** Classic full fixed keel. Full boat cover, main/jib & colorful spinnaker, 8 hp Evinrude. Painted bottom, topsides, bilge-6/89. Berthed at Marina Green S.F. \$7,000. D: (415) 570-6667 x5584 N: (415) 851-2805.

**CATALINA 22, 1974.** Immaculate condition. Honda 10, R.F. jib, Hogin sails, VHF, AP, DS, \$6,750. David (415) 863-5787.

**TEAK LADY #21, 19-FT.** Built Hong Kong 1958. New Tanbark sails, new full cover. Hauled, resealed and finished bright Sept. '89. 6 hp i/b. Beautiful boat. Call Dan (707) 554-2813.

**LIGHTNING 19-FT, #5962.** Has had much TLC and received many compliments sailing the Bay. Pineapple sails, Seagull o/b, trailer. Race with the fleet or daysail with the family. My bad back – Your great fun! \$2,300. (415) 728-7427.

**ATKIN 18-FT HULL "Gretchen".** Round bottom, fixed keel, mahog over oak frames, some hardware, no rot. \$1,000. (916) 622-4611 anytime, keep trying.

**24-FT SAILBOAT.** Eva Hollman design, quality workmanship. Foam core, trailerable, unfinished. Needs keel (plug is completed), hardware, rigging, sails, trailer & some woodworking. Change in plans forces sale. \$8,000. Call (916) 877-9735.

**MERIT 22, 1984.** Trailer, 4 hp Mariner, 3 jibs, cruising spinn/main/VHF/compass/5 Lewmar winches, porta-potti, pop-top, ground tackle, Harken traveller, cooler, slips 5, all lines led aft, retractable keel, fast & fun! \$9,250 or b/o. (707) 887-9146.

**MOORE 24, 1978.** Trailer, Honda o/b, 6 North sails, AM/FM cassette. Tahoe boat, excellent shape. \$8,500 or b/o. 522-5917.

**STONEHORSE 24-FT, 1981.** F/G hull & deck with teak trim. Pine interior, dsl, Autohelm, radio, wishbone main/staysail, roller furling jib, tanbark sails, ice box, kerosene lamps, stove, porta-potti. Excellent condition. Berthed at South Beach, S.F. \$16,000. Call (415) 348-8633.

**MOORE 24** w/Trailer, full sail inventory. Fresh water boat, many extras, good condition, proven winner. \$8,500 or b/o. (408) 623-2532.~

**MONTGOMERY 17, 1983.** Trailer, 2 hp Seagull, 4 sails, 2 anchors rode and line, solar panel, porta-potti, new bottom paint and more. \$5,500 firm. Larry, D: (916) 373-1642 E: (916) 371-3110.~

**SANTANA 22.** Hull #229. Good condition, has been sailed in fresh water only. 6 hp Johnson, main, 2 jibs, spinnaker. \$3,000. (209) 462-2912.

**CAL 20.** Bottom painted Jun 1989 and in excellent shape. Good jib, genoa, spinnaker & main sails. New Mercury 4.5 hp motor, main sail cover, halyards, spinnaker pole, DS, battery, electrical system, running and cabin lights. \$3,800. (415) 432-9255.

**ATKINS/COLIN ARCHER 21-FT** double ender. Bare hull w/finished decks and cabin. Port Orford cedar on oak. Built for i/b engine. Spars, rigging, sails, bronze fittings. Very classic 40 yr old pocket cruiser, on cradle. \$1,900 or b/o. (415) 846-3941.

**YANKEE DOLPHIN 24-FT.** Pocket cruiser. 8 hp Johnson Sailmaster. Six sails, singlehanders pkg, full dodger, covers, pulpits, enclosed marine head, complete galley, trailer. All bristol condition. This boat is loaded. \$15,000. Call for details. (805) 772-7674.

MARINE SURVEYOR

APPRAYER

**JACK MACKINNON**

Call Anytime (415) 276-4351

## NOR-CAL COMPASS ADJUSTING

Magneutotm System Exclusively

1. Boat Remains in Berth

Dick-Loomis

2. Owner's Presence Not Necessary

3. Eliminate Deviation.

(415) 453-3923 days or evens.



## BOAT LETTERING

*Beautiful, long lasting & reasonable priced.  
Call for our convenient order form.  
(415) 430-2899*

Lon Woodrum, Prop.  
(415) 332-5970

Competent

## WOODRUM MARINE

Specializing in interior and exterior alterations and repairs  
Custom designing and construction in wood or fiberglass.



25 years experience  
Marine Carpentry

Dependable

**CORONADO 15, 1969** with trailer. Both have current registration. North sails. Boat and sails in good condition. \$1,700. Greg (707) 526-2346.

**CAL 20, 1973.** Race rigged. Excellent condition above & below. 4 hp Evinrude. \$2,500. Jeff E: (415) 731-5160 D: (415) 476-1322.

**CAL 20, 1962.** Hull #70. Excellent condition. Original tapered mast. Recent bottom fairing job/new keel bolts. New deck hardware. 5 sails, EZ Loader trailer, o/b, toilet. \$3,200/offer. Call Mark at (415) 355-3577 eves.

**22-FT FALMOUTH CUTTER, LOA 30-ft,** Lyle Hess mini world cruiser. Spinnaker, dsl, propane, AP, furling, head, VHF, RDF, depth, knot, Danforth, CQR. Excellent condition. \$29,000. (714) 682-4941.~

**COLUMBIA 22, 1968.** New paint, new cushions thru out. 6 hp Evinrude - never used. \$3,000. 937-7352.

**ENSANADA 20, 1972** w/trailer, 4 hp o/b, swing keel. Great sailing & looking Lyle Hess design F/G boat. \$2,500 or b/o. (707) 578-8864, Santa Rosa.

**23-FT BEAR BOAT, #22.** Wood sloop. Excellent condition. 2 outboards. Good racing record. Alameda berth. \$6,900. (415) 522-7298.

**ERICSON 23.** Rigged for singlehanded sailing. New bottom paint, new 9.9 hp o/b. Lots of sails, lots of fun! Sleeps four. \$6,000 or b/o. Call (707) 554-6655.

**CATALINA 22, 1972.** Great family boat. 4 hp o/b, swim ladder, porta-potti, plus. Customized trailer. Delta slip. \$3,950. Call (415) 935-9084.

**MOORE 24 SC 1984 MODEL.** The SC has a small cabin that makes this boat a super fast racer/cruiser. Trailer, Loran, radar detector, two full sets of sails. Not the only SC but almost. All of this for only \$17,500. Phone (415) 851-1936 or (415) 852-1532.

**CAL 20, 1974.** Clean and in good shape. 4 hp Evinrude motor, main sail, jib & spinnaker, newly covered cushions, EZ Loader 1981 trailer, Santa Cruz. \$3,200/offer. Call Robyn & Ron at (408) 335-4466.

**RANGER 23, 1972.** Hull #38, Tandem axle trailer, newish class sails. Must sell. \$7,995/offer. E: (415) 453-4339 or D: (415) 454-5021.

**ISLANDER BAHAMA 24-FT, 1967.** Sleeps four, three bags sails, KM, new Plastimo compass, VHF, new Maxxima AM/FM cassette, ice box, watertank, sink, table, porta-potti, shore power, all Coast Guard required equipment. \$4,000. Tom (415) 664-4095.

**CATALINA 22, 1976.** Swing keel, trailer, pop-top, Honda 7.5 o/b, new sails. (707) 762-5110.

**MERCURY 18-FT** classic racing, daysailing sloop. #20. Manufactured 1938, restored to very good/original condition. Trailer. \$3,200. (209) 723-6941 days or (209) 722-5239 nights.

**DEL REY 24-FT, 1967.** Good condition. Full keel, 4 sails, all lines to cockpit, 6 hp Evinrude, VHF radio, DS, compass, new battery, porta-potti, sleeps 4, shore power, dinette. Great family boat \$2,950 firm or trade for boat/trailer (707) 644-2530 or (707) 644-1844.

**MERIT 22, 1984.** Trailer, 2 jibs, spinnaker, 4 winches, lines to cockpit, 6 hp Evinrude, pop-top, lift keel, 2 compasses, depth, log, windspeed, VHF radio, sleeps 4, head, galley, SF berth. \$9,250 or b/o. (415) 965-1328 or (408) 748-0420.

**J-24, 1985.** Impeccably maintained. Micron joined hull, 6 hp o/b, racing sails. \$17,000. 932-2115.

**23-FT HONG KONG BUILT SLOOP.** Beautiful East Coast design. Flush deck, all glassed w/lots of teak inside & out. Priced low - \$2,250. 331-6689 or 925-1904.

**23-FT VENTURE OF NEWPORT.** Salty cutter rig w/lots of wood trim. 4 multi-colored sails, club jib, roller furling, VHF, sounder, speedo, pulpit lifelines, slps 5, cockpit cushions, galley, head, tandem trailer, pop-top, +. A-1 condition. \$3,750. 331-6689 or 925-1904.

**J-29.** Race ready. 10 sails, 8 hp Evinrude o/b, actively raced and cruised on the Bay. The only English built boat on the West Coast. Unique and comfortable interior arrangement, galley sink & stove. The J-29 is an exciting boat to race, the fleet will challenge your racing skills, yet with spacious decks and cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd and 3rd in YRA season championships and is currently leading the 2nd half of the 1989 season. Join a great fleet. Moving, must sell! Low or no money down. Make offers. Call Andy 641-8323.

**BALBOA 27, 1977.** Trailerable sloop with 6-ft hdm. BMW dsl, 4 sails, VHF, KM, DS, RDF, custom dodger, propane stove, many extras. Reconditioned Trailrite trailer, new tires, brakes, paint. Both in excellent condition. \$17,500 or b/o. (916) 967-5126.

**ELITE 29, 1984 SLOOP.** Volvo dsl, roller reefing/furling jib, shore power, sleeps six, galley, head, pressurized water, VHF, depth & KM, compass, many extras. \$35,000. (707) 765-5651.

**MUST SELL - Owner finance 1982 28-ft Albin Cumulus.** Yanmar dsl, dodger, press water, 2 anchors, self-tailers, lines aft, alcohol stove, VHF, KM, DS. A-1 condition. \$25,000. Berthed Alameda. Out of town owner motivated. (619) 322-1104. Consider partner.~

**ISLANDER 26, 1977.** 3 head sails, Autohelm, pressure water, VHF, KM, refer, boat cover, stereo. This boat is extremely clean and has complete records. Worth \$19,000 - Sell for \$14,500. Moving, must sell fast. Steve (408) 268-4195.

**CATALINA 30, 1980.** Excellent condition. Atomic 4, depth, VHF, pedestal steering, new sail covers, new genoa, new batteries & charger, 110, telephone, cockpit cushions, new dodger. Pete's Harbor slip. \$24,500. (415) 365-5048.

**KNARR 30.** Premier racing fleet. Excellent Bay daysailer with San Francisco berth. \$13,500. E: (415) 331-0125 D: (415) 331-1579.

**FREEDOM 25 SAILBOAT.** Singlehanded Trans-Pac veteran. Many upgrades, wonderful pocket cruiser. \$17,400. Call 769-0996, please leave msg.

**CATALINA 27, 1979.** Exc. condition. Must see. Inboard Atomic 4, setee & galley, R/F jib & genoa, drifter, DS, VHF/CG equip, headw/hld tanks, AM/FM cass stereo, wheel steering. Includes Coyote Pt. slip, full keel trailer, full Delta sunshade, many extras. \$17,000 or b/o h/p. Joe (415) 579-7729 or David (408) 356-1223.

**CLASSIC BEAUTY.** 28-ft Cheoy Lee sloop, 1972. Family cruiser, safety netting. Centerboard for shallow waters. Pedestal steering, 4 sails, 2 cyl dsl, alcohol stove, electronics. Teak deck and interior. Appraised \$31,000. Napa, Eves: (707) 226-9002.

**CORONADO 25.** Great Bay/family boat. Rigged for racing. All lines led aft, VHF, stereo, 3 sets sails, stove, head, well maintained, solar charging system, Johnson o/b, extras. Only \$6,800. (415) 977-9275.

**WILLARD VEGA HORIZON 30-FT, 1974.** Diesel pilothouse motorsailor, dual stations, AP, Loran, VHF, 100 fuel & water, custom interior, 2 dbl berths, head w/shower, dinghy w/o/b, etc. Stout coastal passagemaker. Comfortable liveaboard. \$38,500/will trade into 40-ft Newporter or ? (415) 860-2591.

**RANGER 26, 1973.** Mull design. RF, VHF, 2 spinnakers, dark blue hull, low miles, in great shape. Mercury 10 hp, hauled 1/90 (no blisters). First \$10,500 takes this solid vessel. Rick (707) 838-2785.

**OLSON 25, 1988.** North racing sails, deluxe interior, digital KM/log, compass, Harken genoa tracks, super faired hull and keel, VHF, o/b, trailer, always dry sailed, top condition. Located at Pt. Richmond. Ready to race/cruise. \$18,000. (415) 389-0208.

**SANTA CRUZ 27, 1978.** Excellent condition, 11 bags of sails, full spinnaker & racing equipment, compass & KM, 6 hp o/b, trailer, VHF, active fleet, dry berthed. \$14,900. E: (415) 365-7064.

**PACIFIC SEACRAFT MARIAH 31 CUTTER, 1979.** Excellent condition. Yanmar dsl. All new in 1988. Newsails Harken rollerfurling jib, full batten main, Lewmar 43 S.T., SL windlass, epoxy bottom, h/c pressure, Autohelm 2000, many extras. \$57,000. (415) 467-1263.

**CORONADO 25.** Good condition, bottom painted 1/90. New standing rigging and lifelines. Evinrude 6 hp o/b, VHF, DS, KM, compass, extra sails and more. Safe, seaworthy Bay boat. \$3,900. (415) 381-5484.

**C&C 27, 1974.** Atomic 4 gas, VHF/RDF/KL/DS, Taylor's cabin heater, microwave, 35 lb CQR/18H Danforth anchors w/40' chain/300' line each, 6 bags sails, ham radio, AP, Redwood City berth. Enjoy C&C quality in one of their best designs. \$19,500. Fred (408) 462-4294.

**ISLANDER 30 MKII, 1973.** New standing rigging. New VHF, wheel, stove, DF, 3 jibs, excellent Bay boat. \$18,900. Call for list of extras. D: 462-2210 E: 846-4512.

**CAL 2-27, 1978.** Fully equipped popular Bay boat. Sleeps 5, complete galley and head. VHF, DS, KM, stereo. Five sails incl spinnaker. Roller furling, Atomic 4. Strong racer and comfortable family cruiser in excellent condition. Must sell, \$19,900. (415) 932-2361 or (707) 422-7003.

**HUNTER 27, 1980.** Excellent condition. Fin keel dsl, wheel steering, 4 sails, VHF, Datamarine digital KM, log, DF, propane stove, teak sole, 8 opening ports, internal halyards led aft. Fast, roomy cruiser, Alameda. \$18,000. (415) 932-4846 or 865-1035.

**PACIFIC 30, 1972.** "Whisper". Great condition. 10 sails, new spinnaker, 6 hp Evinrude, VHF radio, DS, compass, dinghy and more. Low maintenance F/G. Hauled June '88, new seacock, varnish. No problems. Must sell now. \$10,000 or b/o. 456-1860 or 524-6996.

**BALBOA 26, 1972.** Very good condition. 7.5 Merc o/b, galley stove, sink, ice chest. Slps four in comfort. Five "close" friends. Chem. head. Gently cruised Bay and Delta - Two seniors now reluctantly beached. Berkeley berth. \$4,500. 526-2065.

**CORONADO 30.** Excellent Bay/Delta sailboat. Rigged to sail singlehanded. '87 survey, wheel, stove, heater, KM, digital DF, new VHF, All new mast and rigging, new Hood Seafurl and jib, new winches, anchor, etc., etc. \$17,000 or b/o. Days: 372-5690.

**SWEET BOAT!** Modified H-28. Double planked mahogany, LOA 29'6", beam 8'11", full boat cover, great condition. \$22,000 or b/o 331-7814.

**RANGER 29.** The best maintained Ranger 29 on the West Coast, period. Ready to race (last year's new sail was a North spinnaker), or cruise (all the comforts including portable propane stove). \$24,500. (415) 983-1256 or 435-2068.

**26-FT FOLKBOAT DEBUTANTE, 1961** by Lindt in Denmark. Varnished hull, teak decks. Well equipped, very good condition. Recent full covers, jib and rebuilt o/b. Berthed in Richmond. \$6,500. Mr. Price (408) 458-0409.

**CAL 2-27, 1975.** Race ready, new rigging 8/88, 4 sails, folding prop. Micron bottom, Farryman dsl, VHF, electronics. Strong Bay fleet & assoc. \$18,000 cash or 1/2 to right partner. Call (916) 424-8506 or 427-1579.

**CUSTOM WYLIE 28.** "Animal Farm". MORA winner 1988, 89. PHRF 162. Good sails. New elliptical rudder. Lots of "go fast" equipment. Loran, ocean racing gear. New engine 1987. New LP topside 1989. E: 388-2666.

### DONA JENKINS

U.S.C.G. Documentation • Mexican Fishing Licenses  
Mexican Consular Clearances  
1050 Rosecrans #3, San Diego, CA 92106 (619) 223-2279



**DOUG SHOTTON**  
MARINE SURVEYOR  
P.O. Box 283, Pt. Richmond, CA 94807  
(415) 235-6679 or (415) 931-4384

### MARINE SURVEYOR

Robert A. Viel, Member National Assoc. of Marine Surveyors.  
Approved by all banks and marine companies.  
Serving the entire Bay Area and Delta. Wood, Fiberglass and Steel.  
Delta: (916) 776-1094 – Bay Area: (415) 420-9450

### BOAT NAMES

by  
*Pintail*

GRAPHICS 415 • 332 • 4710



**NEWPORT** 27, 1976 MKII. A new epoxy bottom, new cushions/3 sails/Atomic 4/new Awlgrip topsides. Nice family cruiser. 234-4108 before 9 p.m.

**YAMAHA** 30, 1980/81. 3 sails, Yanmar dsl, VHF, DS. \$27,000. (415) 686-4756.~

**CAPE DORY** 1988 30-FT MOTORSAILER, 46 hp Westerbeke dsl, 200 hrs. Foller furling main, club jib, genoa, VHF, radar, Signet instruments, full head, shower, spacious teak interior, sleeps 4. Many extras. Versatile, sturdy. Like new. Benicia. \$77,500. (707) 745-3978.~

**29-FT CRUISING SHARPIE.** Cat yawl rig, 16 in. draft. A real Delta gunkholer. Prototype of Skillygallee design by Phil Bolger. Awning, stereo, swim ladder, 2 anchors, stove, lights, pumps, head, 9.9 hp Johnson & more. \$11,900. (415) 674-9518.~

**ISLANDER** 28, 1982. Diesel, mint condition, excellent Bay boat. Furling, jib, VHF, auto bilge pump, jiffy reefing, auto battery charge, Lewmar winches. Price includes Skimmer dinghy. \$26,000. Call Joe 939-4242 or 672-8586.~

**CATALINA** 27, 1977. New jib, mainsail & cover. Almost new VHF, o/b 10 hp Honda, stereo-cassette. Spreader lights, tab mast, stove, dinette, sleeps 5, legal head for liveaboard. \$13,500 or b/o. Rick (415) 655-9469 or 666-2172.~

**YANKEE** 30 MARK III cruiser featured *Latitude 38* in October. Upwind Emeryville berth. Professionally maintained. Large experienced sail inventory. Newly rebuilt Atomic 4 engine. One fourth share for sale. \$4,000 plus \$150 per month. Call Mike 938-2153, eves.~

**26-FT CHRYSLER SAILBOAT**, 1978. 3 sails, VHF, singlehand rigged, newly renovated interior, stand-up hdmr, in excellent condition. 2 axle trailer. Sacrifice all for \$12,000. At Folsom Lake. Call D: (800) 733-7600 E: (916) 988-1354.~

**NORDIC FOLKBOAT**, 25-FT. Beautiful condition. A classic wooden boat. Elegant brightwork, new deck, rails, hardware and paint, very good sails. One of the fleet's best. Perfect SF Bay racing and cruising boat. Great price: \$7,500. (415) 331-5263.~

**CAL** 2-29, 1976. Excellent condition. 30 hp Universal, wheel, spinnaker gear. \$25,500 or b/o. 453-6546.

**O'DAY** 25. Great Bay/Delta/ocean weekend cruiser. Shoal draft, 4 sails, 9.9 Johnson Sailmaster, DS, KM, VHF and much more. A terrific buy at \$10,900. E-Z Loader trailer also available. (415) 687-4328 eves/wknds.

**MY 30-FT BODEGA SLOOP** has done the whole So. Pacific & then some. Loaded for cruising & you can liveaboard nicely. Designed for the serious sailor who wants to cruise. Haggle at \$20,000. Call 452-1857 or (206) 293-2328.

**CAL** 2-29, 1976. Very clean. Wheel steering, VHF, Farryman dsl, 3 jibs, main, spinnaker, new rigging and thru hulls, all lines led aft, Berkeley berth. \$18,000. Matt (408) 247-8255 or Tom (415) 439-2085 lv msg.

**25-FT, 1979 YAMAHA DSL M/S sloop.** Sleeps 5, wheel steering, self-tending jib, sail covers, dodger, VHF, 2 anchors, dual batteries, swim platform, full keel, DM, batt charger, Oakland berth. \$5,000 down & take over sm. mo. payments. Bal \$7,400. (415) 657-9498, ask for Ted.

**COLUMBIA** 28, 1970. Atomic 4, new dodger, spinnaker, 3 jibs, VHF, cockpit rigged, DS, Delta equipped, well maintained, has never had bottom blisters! Will send spec sheet and picture. \$12,000. (707) 648-1706.

**ISLANDER** 28, 1977. Pedestal compass, wheel steering, roller furl, 30 hp Atomic 4, radio, KM, fathometer, lots of wood/cane detailing below. Spacious, comfortable cruiser sails beautifully. \$25,000. Come see - Owner needs excuse to go sailing. Sausalito berth. (415) 332-2344 ext. 2506, N: 332-0529.

**RANGER** 26. Excellent condition. New engine/compass/VHF radio/lifelines/anchor/full sail inventory. All lines lead aft. \$12,000 or b/o. Warren wkdys (415) 495-3491 or wknds/eves: 383-9198.

**CAL** 2-29, 1975. Exc. condition. Slips 6. Full sail locker (6) w/spinnaker/drifter. Full instrumentation, new sail/rail covers, inside/out cushions, dsl pwr, whl steering, press water, stove w/oven, shower, RDF, VHF, depth & KM, compass, extras. \$22,000. (408) 395-2077.

**VENTURE** 25. Excellent condition. New Honda engine, new winches, many extras for comfort & smooth sailing. Lots of fun plus easy low cost upkeep. Must sell - Willing to deal. Asking \$7,500. (415) 862-2091.

**CORONADO** 30, 1973. Experienced coastal/Delta vet. 1981 Yanmar, 3 jibs, spinnaker, dodger, VHF, depth, KM, cockpit cushions, shore power, h/c pressure water, refrig/ice box, stove/oven, sleeps 6. Good liveaboard or local cruiser. \$16,500 or b/o. (415) 865-6223.

**CONTESSA** 26, 1979. World cruising sloop with i/b dsl. Spinnaker, genoa, jib, main sails, dodger, DS, knot log, stevo, VHF, head, galley, ice box, sleeps 4. Built to Lloyds specs. San Leandro Marina Q7. Owner financing, make offer. Dick 887-5656 days or 489-7644 eves.

**RAWSON** 30. Roomy F/G sloop built to last (1965). Suitable for liveaboard. Documented, battery charger, 3 jibs, refrigerator, F/G dinghy, 3 anchors, 400-ft of line, VHF/DS. A lot of fun for \$17,500. 221-4179.~

**MERIT** 25, 1979. "XX". Old war horse still ready for battle. Great condition. 13 sails, ready to race! \$12,500. (415) 524-3467.~

**LANCER** 25, 1982. Full galley, standing hdmr, head with pumpout/holding tank. Honda o/b. Transferable and cheap Oakland Estuary slip (concrete dock/showers). New paint in Aug. '89. Diver maintained. \$9,700. (415) 531-9104.

**26-FT SLOOP.** Sound cruising boat. Diesel, faTho, sunlog, compass, 14-ft sweep oars, sink, galley pump, 30 lb Danforth, twin head stays/poles, cedar on oak, copper rivets, lead ballast, hull covered w/boatlife, no leaks. Cabovet \$2,400. (415) 456-1600.

**ETCHELLS** 22. Ready to race. Winning history. Latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down & \$200/mo. Call (415) 548-4159 or 547-0685.

**OLSON** 25, 1985. Santa Cruz built with berth S.F. city front. Top condition. 2 spinnakers, 9 hp o/b, all extras, hardly used. Strong S.F. and Tahoe fleets. Racing & cruising. \$19,500. (415) 929-0789.

**CORONADO** 27, 1972. Excellent. New: Mast, boom, sails, standing rigging, compass, 10 hp Yanmar diesel. VHF, KM, DS. Just hauled; bottom, zinCs, prop, rudder bearings, hull valves (ball), thru hulls redone, keel rebedded. Berthed Vallejo. \$15,000. (707) 553-1861/(916) 644-1785.

**CATALINA** 25, 1981. Excellent condition. Full keel, 10 hp Chrysler o/b, electric start, DS, 3 sails and much more. Affordable Bay and Delta cruiser. Recent bottom paint and epoxy. Great deal...Must sell. \$10,000. Call Steve (408) 335-2918 eves.

**31-FT BOMBAY CLIPPER** cruising sloop, 1978. F/G, dsl, 6'1" hdmr, 11' beam, 3'5" draft, full wheel, wheel DF, radio 1978, stainless rigging, 3 sails, orig owner, possible liveaboard, San Rafael berth \$100/mo. Good cond. \$28,000. (707) 935-3593.

**CAL** 3-30, 1975. Four sails, adjustable backstay, spinnaker rig, tiller, dodger, Atomic 4 engine, VHF, KM, windspeed/direction, cabin heater, battery charger. Stiff but maneuverable. San Francisco Yacht Harbor berth. \$24,500. Call for copy of brochure. (415) 832-5556.

**MERIT** 25, 1984. "Xanadu". Excellent condition, mostly fresh water. North sails, all Harken, 4 hp Suzuki, trailer, many extras. Strong, stiff boat for Bay or ocean sailing. \$13,000 or b/o. H: (916) 577-2525 W: (707) 588-2724, lv msg.~

**CATALINA** 27, 1985. Excellent condition. Universal dsl 14 hp. 110 jib and 150 genoa. Tiller pilot, DS, KM, VHF, full galley, marine head, macerator, extras. Located in Sausalito. \$19,000. Call Wayne or Ben at (415) 331-6266 to see boat.~

**CAL** 25, "Cinnabar". Perennial class champion, fully equipped for racing including a one year old Kevlar sail inventory. Fairied epoxy bottom. Interior recently refinshed with new cushions. Loaded with gear, Lewmar, Harken, etc. \$6,500. (415) 548-1447 msg or (415) 424-6633 days.~

**ERICSON** 27, 1976. Well maintained! Great Bay/Delta family cruiser. Wheel, Electra-San, Atomic 4 and loaded with extras! \$15,900. Phone (707) 539-5870.

**CATALINA** 30 MUSCLE YACHT. This boat has equipment Cat 30's never have: Rod rigging, hydraulic boom vang and backstay, custom built dbl spreader tall rig, roller furling on the teak bow sprit. Epoxy on the bottom and LPU on the top make her sparkle. Nine Lewmar winches control her North sails and spinnaker. You won't get lost in the Bay fog with Lorain WP/WS, DM, KM and 2 Plath compasses. You have to see her yourself. About \$15,000 in extras. She has more, of course, and I'll be glad to send you her 2 page equipment list. But the best part is: She's never been raced. Call and I'll tell you why. Asking \$34,900. Craig (415) 547-2599.

**30-FT CHEOY LEE BERMUDA KETCH.** Beautiful classic cruiser just refurbished throughout. F/G hull and teak decks. Fully equipped and appointed, with fireplace, gimballed stove with oven, refrigerator, new upholstery and good sail inventory. Reduced for quick sale, 22,900. (408) 779-9200.

**PEARSON** 28-FT, 1986. Excellent condition, professionally maintained. Fully equipped: main, 2 jibs, Lewmar winches, dual batteries/charger, dodger, stereo, radio, AWI, WS, KS/log, DS, dsl, wheel steering, hot water, shower, incl all gear, Sausalito berth. \$41,000. Ron (415) 331-8366.

**ERICSON** 26, 1984. Excellent condition, well maintained. Yanmar i/b dsl, 3 sails, new jib, fully equipped for charter or cruising, radio. Berthed in Sausalito. \$23,000 or b/o. Mark (415) 586-6259 or Don (702) 322-9951 for aptt.

**PEARSON ARIEL** 26-FT. 1965 classic, fully loaded for singlehanded sailing. Excellent condition. Six sails, lazy jacks, all lines aft, 8 hp o/b, new shrouds, VHF, depth/speed/knot meters, inflatable, windvane, dodger, Sausalito berth. Asking \$10,000. Call Jim at (415) 388-5048.

**MODIFIED H-28 (30-FT)**. Great liveaboard/cruiser, well maintained. Teak cockpit, varnished cabin. "A thing of beauty and a joy forever." \$28,000. (415) 849-1766.

**30-FT SWEDISH WOODEN CUTTER** with bowsprit. Heavy frames, none broken, mast stepped to keel. Skylight, bronze portholes, nice interior woodwork. 15 hp Volvo-Penta dsl. Cockpit needs finish work. Good liveaboard. \$5,000 or b/o. (415) 873-6010 eves.

**25-FT CHUCK PAINES DESIGN** cold molded sloop. Built & sailed Canada, U.S., Mexico by owners. Flush deck, full keel, easily trailered. Everything required for Bay or offshore sailing. Must sell this Spring! \$17,000. Pier 39 14 - Derek 863-6587.

**FORCED SALE-MOVING.** Coronado 25. Exc Bay cruiser, slips 5. Beefed up rigging, VHF, 6 hp Evinrude, 3 sails. Lots of fun. (916) 381-7028, Jeff..

### SEA OF CORTEZ SAILING

\$1,250/wk June thru October  
Ericson 35-ft - Sleeps 6, fully equipped.  
Bareboat (can be crewed) • Larger Boats Available  
Peter Knight (916) 441-5058

### ION ELECTRONICS, FRIENDLY SERVICES

All electronics on board Service, Sale & Installation  
Call anytime for Free Estimate & Consulting  
Guaranteed the Best Electronic Service at Economy Rates  
Weekends Available Phone (415) 948-6730

### BOAT LETTERING • WOODCARVING

PETER KAHL *signs*



### PLANNING ON GOING OFFSHORE?

Let us help you realize your goal of cruising within your budget in comfort & safety. John Neal & Barbara Marrett's 45th 20 hr wknd offshore cruising seminar incl: lectures, charts, diagrams, films, slides & 180 pg notebook. Mar. 10/11, Emeryville, CA, contact: Armchair Sailor (206) 283-0858 or Feb. 24/25, San Diego/March 3/4, Ventura contact: Seabreeze Books (619) 223-8989.

### COAST GUARD LICENSE PREPARATION CLASSES

"Master Not Over 100 Gross Tons" or "Operator Uninspected Passenger Vessel"  
Class in San Francisco or Home Study Kits  
CRAWFORD NAUTICAL SCHOOL (415) 546-3130  
401 China Basin Street, San Francisco, CA 94107

**FREEDOM 30 DESIGNED BY GARY MULL.** Will trade for Freedom 21. Save \$25,000 from new boat price on this 1986 performance cruiser or liveaboard. Spacious teak interior with aft cabin. VHF, Loran, KM, DS, stereo, propane stove, h/c pressure water, spinnaker, fresh water cooled dsl & much more. Excellent condition. \$74,500. Call (415) 332-8426.

**FOLKBOAT 25-FT.** Norwegian made 1962, wood, excellent shape. Set-up for weekend cruising. Ample gear and tackle, VHF, DF, new 8 hp o/b, full deckside cover, recent haulout and survey. Relocating, must sell. Needs loving owner. \$6,800. (805) 683-2864.

**26-FT INTERNATIONAL FOLKBOAT,** 1969. Very well maintained. LPU hull and deck, epoxy bottom 1987. Dodger, compass, KM, DS, Wilcox-Critten-don head. Located Berkeley Marina. \$7,500 or b/o. D: (209) 462-2922 E: (209) 472-0452.

**BABA 30, 1980 CUTTER.** Bluewater cruiser/liveaboard. Roomiest 30 afloat. Hot/cold pressure water w/shower, 23 hp Volvo dsl. Extensive equipment list incl: refrigeration, AP, dsl heater, dodger, 7 bags North sails, more. Impeccably maintained, ready to cruise. \$64,000/offers. Please call (415) 655-2735.

**CAPE DORY 25, 1978.** Full keel sloop with traditional lines in excellent condition. Famous Cape Dory quality. Ideal starter boat for S.F. Bay. Outboard, genoa. \$10,500. W: (707) 944-2565 or H: (707) 257-8896.

**PEARSON 28.** Fully equipped incl 7.5 Evinrude, KM, compass, VHF, depth. Sleeps 4. Berthed at Brisbane. Only \$10,000. Call and lv msg at (415) 467-2785.

**CAL 25, 1968.** Excellent condition, epoxied bottom. New: rigging, wiring, water and fuel tanks, thru-hulls, ground tackle, stove, interior cushions. Mast and topsides refinished with LPU, 9.5 Evinrude. Great sailing boat. \$6,500. Call Paul (415) 847-6667 wkdays.

**NOT FOR WIMPS - 25-ft** light, fast, thrilling Bay sailer. Can't beat fun per buck rating on this one. Excellent condition. New Honda engine, new Lewmar winches. Lots of comfort, extras. \$7,500. 523-8075.

**CHEOY LEE 31, 1972.** Classic design. F/G hull, wood decks/spars, Volvo dsl, 7 sails, new upholstery. Must sell. \$23,000. 587-9605.

**PEARSON 26, 1977.** Great Bay boat, excellent condition. Sleeps 5, head, sink, brand new 8 hp longshaft and battery. Must sell. \$8,000 or b/o. (415) 668-4610 msg.

**30-FT BRISTOL, 1972.** F/G, good condition, well equipped. 120 & 150, many extras, Atomic 4. Must sell. \$23,000 or b/o. (916) 483-8230.

**CAL 2-29, 1975.** Excellent, fully equipped. Dsl i/b, wheel steering, VHF, KM, fathometer, RDF, natural gas stove/oven, teak interior, 4 winches, spinnaker, 150% and working jib, pressure water, ground tackle, anchors, fenders, etc. Great all purpose boat. \$21,900. (415) 527-0888.

**CAPE DORY 25, 1979.** Full keel, brass portholes, teak cabin, o/b, DF, VHF. Very clean throughout. \$14,000. (415) 620-2830/461-0510.

**SCHOCK 25.** Full keel, fractional rig, internals. Lg cockpit, head, full flotation, 2 suits sails, o/b, full boat cover. Fast, stiff, fun. Upwind Berkeley berth. Possible trade, charter. \$3,300. (415) 253-1420.

**CLASSIC WOODEN BOAT.** 26-ft Cheoy Lee Pacific Clipper, 1962. Varnished hull, new Yanmar dsl. Full keel, main, jib, genoa, spinnaker, radio, dinghy, Sausalito berth. Excellent cond., looks gorgeous, sails beautifully. Moving, must sell. \$11,000 or b/o. Ken Charles (415) 364-8350.

**TRITON PEARSON 28.6.** Alberg design F/G sloop. Full keel, five sails, Atomic 4 i/b engine, two-burner alcohol stove, VHF radio, AM/FM cassette. Solid liveaboard/cruiser, extras. \$8,000 negotiable. (707) 585-6390.

**27-FT CORONADO.** Excellent condition, fully equipped. 1987, i/b, 4 sails, VHF, DF, KM, compass, full boat cover, full cockpit cushions, 2 anchors, cabin heater, much more. Must sell. \$9,000 or b/o. (415) 943-7391.

**TRITON 28-FT 6" SLOOP.** 2 mainsails, spinnaker, 5 jibs, fathometer. Needs TLC. \$5,000. Call Dorothy E: (415) 285-4969 D: (415) 983-3277.

**VENTURE 25.** Jib, genoa, spinnaker, 10hp Honda, VHF, DS, KM, stereo, 2 anchors, chain, rode, stove, ice box, sink, 10 gals water, custom cabinets, trailer w/new brake system. Buying bigger boat - Must sell. \$7,500 or b/o. 359-4112.

**EXPRESS 27 - 1986 and 1988 National Champion.** 1988 North Hi-Tech Kevlar racing sails plus cruising set. Totally tricked-out rig, new oversized two-speed winches, new 4hp Evinrude o/b, trailer, commissioned 1986. \$21,950. Call 421-1070.

**CHRYSLER 26, 1979.** Excellent condition. Swing keel, EZ Loader dbl axle trailer. Chrysler o/b with i/b controls. Active fleet. Priced for quick sale. \$12,950/offer. (916) 933-2497 eves/wknds.

**BRISTOL 30, 1973.** Full keel, Volvo MD2B. Excellent condition. VHF, Loran, RDF, DS, KM, AM/FM, cass, pedestal steering, dodger, bimini top, canvas end cockpit, 2 anchors, S/L windlass & more. \$30,000 or b/o. (415) 778-6428.

**ETCHELLS 22.** #275 w/galvanized tandem trailer and full cover. Race rigged w/extra sails. Can be seen in St. Francis dry storage. Asking \$12,500. Call Billy D: (415) 441-0380 or E: (415) 383-8445.

**WHY CREW?** Buy or charter my 2nd Folkboat. For very little cash you can skipper a competitive 3 person boat in a fun fleet. A great chance to get your feet (and other parts) wet in Bay racing. Call 654-8715.

**HUNTER 30, 1978.** Excellent condition. Yanmar dsl, self-furling jib, jiffy reefing, dodger, refrigerator, Force 10 heater, VHF, KM, DS, sleeps 6. \$25,000. Call (415) 537-2686.

**CATALINA 25, 1982.** Fixed keel, 4 sails, Honda o/b; pop-top, Alameda berth. Original owner, good condition. \$8,000. 523-4698 or 291-6467.

**CATALINA 27, 1972.** Honda 7.5, dinette, 4 sails, shore power, VHF, DS, whisker pole and AP. Cockpit rigged lines, varnished exterior wood-work, LPU on spars. Immaculately maintained, many extras. \$11,500. Call (415) 654-6728.

**IRWIN CITATION 31, 1984.** Performance cruiser, C.G. Doc. Excellent condition. Well equipped for racing and cruising. Diesel, wheel, Harkens jib furler, spinnaker, KM, DS/WS/WP, VHF, Loran, pressure water, propane, much more. Berthed Coyote Pt. \$49,500. (707) 485-5701 anytime, leave msg.

**CATALINA 27, 1976.** Well maintained cruiser/weekender. 15 hp Johnson (electric start/remote controls), 4 jibs, VHF, depth, speed/log, self-steering/shore power/new bottom paint. Emeryville berth. Asking \$12,500. Lv msg (916) 452-7252.

**"CHICO", 30-FT, 1971** Gary Mull design. Cold molded of Kauri wood. Sailed up from New Zealand in 1973. Stiff and fast with nice lines. 15 sails. 1981 9 hp Yanmar dsl. Excellent condition! \$24,000. (415) 435-3640.

**HAWKFARM 28 "Eryie".** Locally designed and built for Northern Calif. conditions. Active YRA one-design fleet exists on SF Bay. Historically very successful on the ocean. Boat and sails in excellent shape. \$22,000. (707) 257-3577.

**DUFOUR ARPEGGE 30, 1971.** Great for Bay or ocean sailing. VHF, depth, 2 spinnakers, 3 jibs, Volvo MD-2. Check out this well designed boat. \$15,000. (408) 241-2919.

**ERICSON 29.** Outstanding. LPU topsides and spars. North sails, Hood furling, wheel, digital depth, wind and knot. Large cockpit w/table and cushions. Custom interior, stereo, charger, shore power, Delta awning, whisker pole, etc. Quality, bristol cruiser. Asking \$19,500. 456-5489.

**ISLANDER 28-FT, 1978.** Wheel, 4 cyl gas. Excellent condition. Teak interior, Emeryville berth. Priced to sell at \$20,500. 654-3992.

**CATALINA 30, 1983.** Excellent condition. Fast racer/cruiser with 3 jibs (110, 130 mylar & 150), folding prop, 21 hp FW cooled dsl, VHF, depth, knot, stereo, h/c pressure water, microwave, barrier coated bottom. \$33,500 or b/o. (408) 267-7378.

**NOR'SEA 27.** Aft cabin cruiser. New 2GM20 Yanmar, shore power. Trailerable, excellent condition. Spud Pt Marina, E10, Bodega Bay. \$35,000 or b/o. Call 6-8 p.m. only. (707) 865-2739.

**CATALINA 27, 1979.** Dinette model. Very good condition. 150, 100 and 80% jibs, Mercury o/b. \$13,500. Boat in Alameda. (408) 244-3895.

**COLUMBIA 30, 1973.** Atomic 4, shore power, alcohol stove, 10-ft beam, sleeps 6, 3 jibs, DF, 10/87 survey \$22,000. Since, new VHF, lifelines, propeller, thru-hull valves, holding tank, two coats bottom paint, head, dock lines, compass. Asking \$14,900. (916) 441-7401.

**27-FT ALBIN VEGA.** Excellent condition. Fully equipped - San Diego. \$15,000. (707) 823-4411.

**CATALINA 30, 1983.** Like new. Stockton Sailing Club. Camber spar jib + 110, 150, main. VHF, stereo, h/w pressure water. Cockpit cushions, 3 blade prop. Ray Jeff charging sys, DS, all bright-work covered. \$29,950. (209) 478-8178 after 6:00.

**BRISTOL 27.** Excellent Bay boat. Full keel, large cockpit, fully equipped, many extras, 18 hp Merc, low hrs. \$15,000 or b/o. Geo (408) 252-8034.

**CATALINA 27, 1972.** Bay veteran seeks new owner. Reliable, fast, easy to maintain. Winter bargain at \$9,500. Call Tom at (415) 763-0564.

**28-FT SEABIRD YAWL.** Very heavy wood cruising boat. Inboard engine, good sails, sound but needs paint. Only \$2,750. 331-6689 or 925-1904.

**CHEOY LEE 30-FT KETCH.** '81 Volvo dsl, alum spars, teak, VHF, depth, speed, RDF, refrigerator, hot water, Autohelm 1000, new dodger & main, 3/4 cover. Beautiful. \$19,750 or b/o. (415) 692-0845 after 3:00 to 9:00 p.m.

**RAWSON 30.** Cruised So. Pacific. New dsl, Loran, self-steering, inflatable, ham radio, VHF, EPIRB, lots of sails and ground tackle, complete So. Pacific charts. Ready to go again. \$24,000. (707) 769-0673.

## 32 TO 39 FEET

**36-FT CHEOY LEE CLIPPER KETCH, 1970.** Offshore proven, full keel. Rerigged & masts epoxied '88, dodger, refrigeration, wood stove, VHF, DS, KM, stereo, Loran C, many sails \$50,000. Real Estate possible. Cruising gear from anchors to SatNav available. Paul, eves (707) 765-6307.

**39-FT FOLKES, 1988.** Steel cutter better than new. VHF, DS, knotlog, AM/FM/cass, reefer/freezer, 24 hp Yanmar 70 hrs, kerosene stove/heater, pressure h/c water, battery charger, regulator/monitor, full keeled liveaboard cruiser. \$74,500. Seattle. (206) 367-0988.

### FERRARI BOATWRIGHT SERVICES

All marine woodwork.  
Full shop and mobile services.  
Dry Rot, Planking, Spars, Interiors Designed & Built.  
453-5051

### Harriet's Sail Repair

#### THE ULTIMATE IN SLEEPING COMFORT!

Wool futon-style mattress cover: A custom fit underquilt and a natural moisture barrier.  
Fitted sheets: To make that bunk-a-bed.  
TAILWIND NAVIGATION (415) 521-4310  
2236 Mariner Sq. Dr., #24 • Alameda, CA 94501

### DIESEL POWER

Rebuilt diesel engines 10-50 hp. At less than half the cost of new, these re-conditioned units represent great value. We also buy used engines & gen. sets. Basket cases welcome - That hunk of iron equals cash to you.  
(415) 381-4509

### BOAT GRAPHICS WITH PERSONALITY!

In pressure sensitive adhesive vinyl/mylar.  
From the simplest to the most elaborate we do it your way!  
And you can afford it.

SeaScript (415) 651-7326

### MARINE SURVEYOR

JOHN HALLANDER, P.E.  
• Sail and Power • Fiberglass, wood, metal • 40 years experience  
• Free phone consultation • No travel charge • 24-hr. service available  
Pt. Richmond (415) 237-8412  
Bethel Island (415) 684-2698

**APHRONITE 101 - 33-FT.** Great singlehander "Stormrider" built by Bianca Yachts in Denmark. Former H and J season champion and 2nd place for 1988 season in J Division - HDA. 1988 North main. Called "one of the prettiest boats in the Bay". Features beautiful Danish workmanship, mahogany interior. Yanmar dsl, one owner, sink, stove, sleeps 5. Fabulous cruiser for Bay. Self-tacking jib makes going up city front a breeze. \$27,950. Call 8:30-5:00 M-F (415) 944-8600, ask for Greg Warner.

**ERICSON 39, 1971.** Rerigged 1987. New Force 10 heater, vang-rod, radio, whisker pole, mast step, 7 sails, 17 winches. Atomic 4. Must sell by March. \$37,000. Boat in Emeryville. Call 1-209-474-8863.

**36-FT ISLANDER.** Best in the fleet. Custom teak interior, Perkins 4-108, Autohelm 6000 gear driven, computerized navigational system, meticulously maintained, proven cruiser. Ready to go. \$45,000. Marina del Rey, CA. (714) 860-4321.~

**SANTANA 35** in bristol condition. Mylar headsails, new 150%, two mains, three chutes, large nav center, Loran, new bottom developed to strict racing standard. Enjoy fast, fun, colorful racer/cruiser. Includes free delivery anywhere. Asking \$47,000 or make offer. H: (707) 938-3446.~

**32-FT COLUMBIA 9.6.** Double-reef main, 110, 130, 150, spinnaker. Volvo dsl, sleeps 6, roomy 6-ft hdm, teak cabin, galley, pressure water, VHF, compass, knot, depth, electric/manual pumps, shore power. Book value \$30,000. Leaving Bay Area, asking \$25,000. *Urgent!* (916) 823-0190.~

**34-FT O'DAY, 1982.** Total purchase price \$61,592. Owed on boat \$37,000. Boat in great condition. You pay off boat, after sale I pay the new owner \$1,000. (415) 689-4520.

**DOWNEAST 38, 1976** cutter ocean cruiser. Great liveaboard. AP, electric windlass, full dodger, fireplace, self-tailing winches, roller furling jib, VHF/RDF, press h/c water, dsl engine, refrigeration, LectraSan. \$60,000. Call Roy or Karen at (415) 456-8368.

**32.5-FT IRWIN F/G KETCH.** Center cockpit, aux dsl, perfect liveaboard, inside completely redone. Boat needs blister work. \$16,000 or take over \$304 monthly. Call Marty (415) 386-4674.

**SANTA CRUZ 33.** ULDB kit hull, custom deck, keel mold & some deck gear, plywood. No interior finish. No mast, keel, rudder, etc. \$12,000 or b/o. Includes 2 weeks free vacation in Bay of Islands NZ + charter where owner now resides. Negotiate with Charlie (916) 685-7295 eves only.

**CATALINA 36, 1986.** Fully loaded. Radar, Loran, dodger, stereo, VHF, CNG, roller furling jib, tricolor & strobe, cruising spinnaker, wheel pod instruments & lots of custom built extras. Must sell. \$70,000. (408) 371-7266 or (408) 866-9220.

**CATALINA 36, 1984.** Reduced to \$50,000! Perfect liveaboard/cruiser. Excellent condition, well maintained. Three cabins, sleeps 7, beautiful all teak interior, 3/4 oz spinnaker, 2 headsails, easy starting Atomic dsl w/low hrs, water heater, shower, LP stcve/oven, stereo, VHF, Signet KM and DS, radio direction finder, tall rig, self-tailing winches, cockpit rigged lines, 2 Danforth anchors, triple epoxy layer on bottom. Call Ralph (415) 435-5550.

**MORGAN 38-FT 4", 1984 SLOOP.** Excellent condition. Teak interior, natural teak outside, Perkins 4-108 w/170 hrs. Sleeps 8, phone, fridge, hot water, pressure, ample storage, comfortable liveaboard. VHF, depth, windspeed, compass, canvas. Redwood City berth. \$79,000. Call (408) 225-6009 eves.

**ALBERG 35-FT.** Pearson built - #37. Exceptionally seaworthy. Circumnavigated the world, Rerigged for singlehander, extra heavy cruising rigging/ground tackle, SatNav, electric anchor windlass, Isuzu dsl engine, refrigeration, dodger, windvane. Well maintained for cruising, lots of extras. \$39,000. (415) 332-2164 or (415) 359-3938.

**HUNTER 37, 1984 CUTTER.** Swift & graceful sailing to weather. Cruise or liveaboard. Immaculately maintained. Separate cabins, sleeps 7, h/c water, shower, AM/FM tape stereo, stove/oven, headfoil, oversized self-tailing winches, VHF, Datamarine, WS, WD, depth, Yanmar 30, Sausalito berth. Best offer. (415) 435-2924.~

**ALDEN DUNNIGAN 33.** "Mimar". Built Myers/Serolian, heavy strip planked, cedar/oak. Cutter rigged. Furling jib. Located Santa Cruz C-10. Diesel. Asking \$18,000. Must sell, make offer. Will consider trade. Call Elton Green, owner (408) 356-4511.~

**CAL 35, 1983.** Well maintained. Roller furling, headfoil, full batten main, self-tailing, 32 hp dsl eng., Autohelm 3000, VHF, knot/log, depth, h/c water, shower, bottom sandblasted and painted. \$55,000. Phone Phil (415) 591-3563.~

**32-FT ERICSON, 1977.** Perfect Baysailer. Dependable, comfortable, fast and forgiving. Bristol condition. Repowered. New main, radio, gas stove, shaft and cutlass bearing bottom paint, engine tune. Boat cover. Six (6) months free berth Emery Cove Marina. Call (415) 831-3802.~

**YOU CAN BE THE SKIPPER** on opening day! 33-ft Newport, 1983. Wheel, VHF, DF, KM, roller furling and much more! Interior like new, has h/c water, refrigeration and color TV, all the comforts of home! Hauled, cleaned and painted June 1989. \$39,000 or b/o. No brokers please. Call Don (408) 379-6460 after 6:00 p.m.

**EXPRESS 37, 1988.** "Primordial Sloop", Last factory assembled Express, hull #62, North sails, Harken roller, Signet SmartPak. Immaculate. \$118,000. (415) 851-7065 eves.

**33-FT LE COMTE MEDALLIST.** LP paint, Universal dsl, new main, CNG galley, custom mahogany interior, Achilles dinghy, RDF, Haslervane, Dutch quality cruiser, many extras. \$29,500. Call (714) 598-3796.

**RANGER 33.** Mull design racer/cruiser. Excellent condition. Only 3 years in salt water. Wheel, Atomic 4, heater, dodger, tall rig, many extras. Call for more information. \$29,700. Dan (408) 371-6681.

**FANTASIA 35, 1976.** Center cockpit cutter, offshore cruiser. New alum mast, dodger, Edson steering. Press hot water, VHF, windvane, roomy interior, stove, dink, 40 hp dsl. Great liveaboard. \$45,000. (415) 234-8248 or (707) 462-1719.

**HUNTER 36-FT, 1981.** Need to sell. No down/take over payments & get cash back. Sausalito berth. (707) 224-2076.~

**TARTAN 37 SLOOP.** Well built, maintained performance cruiser/liveaboard. 3 headsails, spinnaker, new stove, upholstery, elect. windlass, Autohelm 4000. Dodger, dsl heater, Westerbeke 40, VHF, stereo, DS, h/c water, self-tailing winches, much more. Veteran TransPac. \$70,000. (415) 236-5839.

**35-FT S2, 1987.** Reduced. Interior of a 43-ft, maintenance of 35-ft. Designer prints, teak interior, cored deck/hull with epoxy, 20 hrs on Volvo, Harken roller, North, VHF, Link 5000, 286/computer. Fast G&S design. Immaculate! Must see. \$85,000, offers considered. Call 365-8521.

**NEWPORT 33, 1984.** Pristine condition to many extras to put in this ad. Owner must sell due to medical reasons. Boat will not be stripped - Everything goes. Call for a complete gear listing and the sell price. Must see to appreciate. Phone (415) 728-5178.

**SLOCUM 37.** Full keel, heavy displacement, Airex core, 1989 cutter. B&G instrumentation w/fluxgate compass, electric windlass w/remote, self-tailing winches, Harken traveler, Titan+ VHF, 4 sails, Force 10 stove, more, \$154,000. 229-4790, 1830-2000 hrs or lv msg.

**RAFIKI 35, 1980.** Volvo dsl, AP, VHF, DS, KL, stereo, Airex hull, teak decks, h/c water, stove/oven, oversize Barient, Oyster Pt. berth 11-48. \$59,000. Call Bill at (408) 867-9202 or write: 19379 Via Real Dr., Saratoga, CA 95070 for complete description.~

**CORONADO 35.** A comfortable liveaboard/cruiser tri-cabin with lots of room! Equipped with dsl, VHF, anchor windlass, refrigeration, stove/oven, microwave, hot/cold pressure water, auxiliary water and fuel tanks and more. Get the most boat for your money! \$32,500. Dan (916) 432-3516.

**WESTSAIL 32.** Factory built. Original owner. Documented. All white hull with red boot and light blue deck. Solid lead ballast. Bright work immaculate. Dodger, bimini, cap rail covers, side panels. Brand new cruising spinnaker and full-cut yankee jib by Hood, genoa with whisker pole and working sails. Perkins engine with 105 amp alternator. Refrig., cabin heater. VHF, external phone, AC electrical, stereo, screened. Sailing dinghy plus Avon inflatable, two large CQR anchors, new standing rigging. Mast, boom and under-hull refinished three years ago by Svendsens. Ballena Bay. \$62,500. Call eves 8:00-10:00 p.m. (415) 277-9225.~

**FAIR WEATHER 39.** Don't buy used in the low \$100's when you can have new! Unique unusual opportunity. Want a new, \$175,000 offshore Robert Perry performance cruising cutter/sloop for \$60,000 less than cost new? I'll consider trades (30 footer, CA real estate, antique auto) on my two-year old dealer demo with essentially zero use to date. She has the best equipment list (Mercedes, Lewmar, etc.) and compares to Hans Christian, Tamaya, Passport. Bill (415) 636-4302.~

**SOVEREL 33, "Sting".** Built by Pacific boats and commissioned in 1988. PIYA Category 1 ready. Eight '88 Sobstad sails, Micrologic 8000, Loran tied into the Signet SmartPak, '88 Yanmar i/b, extra tanks, two spinnaker poles, epoxy bottom. \$55,000. (206) 892-8482.~

**ISLANDER 36.** Winner at '89 Oakland-Catalina race (See *Latitude Aug. '89*). Beautifully maintained, cruise/race ready. Full electronics, AP, Loran, Harken roller furling, quickvang, dodger, many extras. Perkins dsl & complete epoxy bottom job.. Brickyard Cove berth. \$56,500. (916) 652-6386.~

**33-FT CUSTOM STEEL CUTTER.** 1983 Merritt Walter designed dbl ender. Beautiful lines, Tanbark sails, 32 hp dsl. Perfect for liveaboard or extended cruise. Extensive equipment list. Bristol condition. Take on supplies and leave tomorrow. \$64,000. Ken Katz D: 644-0146 E: 428-4023.

**WESTSAIL 32.** Factory built, well maintained cutter rig. Full sail inventory, new dodger, Avon liferaft, dinghy, B&G, SatNav, radar, AP, windvane, solar panels, VHF, propane stove, heater, electric windlass and lots more! Great liveaboard/cruiser. \$55,000 or b/o. (415) 472-3094.

**32-FT CLIPPER MARINE.** Roomy liveaboard sleeps six. Aft cabin, head/shower, galley, sturdy dsl/i/b, VHF, EPIRB. S.F. Yacht Harbor berth, next to Fort Mason. Moving out of state, must sell. \$12,000 cash. (415) 441-2457.

**COLUMBIA 32-FT, 1976.** Great cruising/racing Bay boat. 7 winches, reaching strut, main, spinnaker, 110, 150, storm jib. Volvo dsl. Roomy, teak cabin, compasses, knot, depth, shore power, galley, pressure water & shower. Asking \$26,500. (707) 745-4856.

#### \*\*\*\*\* MARINE ENGINE SURVEY \*\*\*\*\*

Physical Inspections, Oil Analysis, Photographic Ferrography, Computer Comparison, Written Reports, Purchase Surveys, Litigation Preparation, Departure Surveys  
(415) 934-6159



RESTORATION OF FINE CLASSIC YACHTS  
2045 GRAND ST., ALAMEDA

415-522-4580

#### WESTSAIL OWNERS ASSOCIATION

Bi-monthly newsletter, rendezvous, Westsails for sale.  
For more information contact: George Bachman  
P.O. Box 112, St. Mary's City, MD 20686 or Call (301) 862-5626.  
Dues for 1990 = \$15.00

#### SAIL ALASKA

Sail the Fjords and wilderness of Southeast Alaska  
Bareboat or Skipped Charters  
Yankee 30 • Daily/Weekly/Rates

Waltzing Bear Sail Charters, 4600 Halibut Pt. Rd., Sitka, AK 99835 (907) 747-3608

#### THE JOURNEYMAN

- ✓ Major & Minor Repairs
- ✓ Systems Installation
- ✓ Electrical & Mechanical

(415) 461-5487

A COMPREHENSIVE SERVICE FOR YOUR FINE YACHT

- ✓ Certified Diesel Mechanic
- ✓ Wood & Glass Fabrication
- ✓ Marine Finishes

(415) 461-6369

#### HAWAII INTERISLAND SAILING

Adventure sailing or relax and be pampered on luxury 44-ft Whistling Swan.  
Private staterooms, large shower. Scuba, snorkel or hike secluded anchorages.  
Sail Lessons • Gourmet Meals  
Brochure: Swan Charters, Box 1350, Kaunakakai, HI 96748 (808) 558-8969 or 553-5238

## TRADE

**VACATION TRADE.** Visit the Marina Green in San Francisco amidst National Park, next to cultural mecca. Walk to yacht clubs and facilities from laundry to library. 35-ft downwind slip. Will trade for weekend, week or month in a different port. 563-4421.

## CREW

**CATALINA RACE.** Male, age 33, able crew with experience - Owned Islander 30 for years, would like to crew for other races and cruises. Contact Mike (707) 573-1111 or (707) 823-8043.

**ZEN & THE ART OF FISHING.** Wanted: Single crew woman, 30-45, must love boats and not mind weather. For summer Salmon trolling season out of Bodega Bay. With good skipper & classic Monterey boat. 15% crew share. (707) 874-3750.

**COME SAIL WITH ME-TAHITI TO HAWAII.** Via remote Kiribati Islands, July-Sept, 20,000 mile skipper, excellent 40-ft sloop. Personality more important than experience - Interviews Sausalito in April. Send fullest particulars, picture to: Rothe, P.O. Box 907, West Palm Beach, FL 33402.

**ENGLISHMAN,** fifties, marine research scientist, artist, art historian, novelist working in La Paz would like to share sailing, painting, music and much adventure with intelligent, slim, athletic lady 35-45 for whom life is a delight. Smile and let us exchange recent photos: write to Dr. Peter Whitehead, P.O. Box 128, La Paz, BCS, Mexico.

**EXPERIENCED, MATURE ENGLISH LADY** desires cruise to Alaska this summer (power or sail). She prefers adventures on small pleasure craft to large cruise ships. Will pay own way. Contact: Barbara King, P.O. Box 6432, San Diego, CA 92106, (619) 222-0325.

**CREW NEEDED ON A HOT SANTANA 22** for serious one-design and PHRF racing on SF Bay. Boat in Richmond. Five new sails, new bottom, great food. No novices or flakes please. Mike H: (415) 967-7886 W: (408) 522-4799.

**WANTED:** Female crew for 41-ft sailboat bound for Mexico and Costa Rica from S.F., October 1990. Should be single, straight, non-smoker, good cook. Skipper has 25 years offshore sailing experiences. Write: Crew, P.O. Box 12006-158, Vallejo, CA 94590.

**MED CRUISER** (15,000 miles) from California w/own boat/income seeks lady w/own boat/income. We cruise Med/Europe in summer on my boat and cruise Bahamas/Mexico/???/states in summer on your boat. APDO. 1230...41080 Sevilla, Spain.~

**FRIENDS OF BILL W. ONLY.** Am looking for a woman who enjoys sailing or would like to learn. I am 10 yrs a friend of Bill. Come share your experience, strength or hope. Ray Muller, Box 1249, El Cerrito, CA 94530.

**CRAZY SWM, 59, NS, ND,** will trailer a 22-ft sloop to Bahia de Los Angeles or ? in April and explore the Sea of Cortez for as long as it beats going home. Wanna come along? Call Tom at (408) 353-1665.

**BEARDED SO. PAC. VETERAN SAILOR,** adventurer, entrepreneur, 42, attractive, non-smoker, laughs, smiles, communicates, has IQ over room temperature, references, now on 2 or 3 year Caribbean cruising sabbatical, looking for female crew, 25-38. Long or short term. Honest, pleasant, compatible company more important than romance, share expenses. Photo and phone please and patience for reply as I'm somewhere between St. Thomas and Barbados, with the mail and I both running on 3/4 time. Rik, Box 954, Seahurst, WA 98062.~

**SUCCESSFUL SAILOR,** 31, seek capable, confident sailing woman desiring partnership in a lifelong cruising adventure. Help me plan the boat, plan the sail, sail the plan together. Discover Baja Race Week with me. Interested? Jim Conway (415) 948-5121.

**WANTED:** Weekends, vacations, after school for occasional crewing and boat maintenance. 37-ft sailboat, city front. 35-ft power boat, Alameda. Will accommodate to almost any situation. Write: Box 74, 633 Post St., S.F., CA 94109. Lv call back msg 673-6023 ext. 74. Please advise as to experience and availability.

**WAQIEZ 33 SLOOP AT TAHITI.** One crew person (M/F, 40+) needed to Australia immediately. Call (916) 342-9447 eves only.

**SEEKING LIFETIME MATE** who wants to sail the world on a 40-ft sailboat. Non-smoker. 35-50 age range. Send personal snapshot and sailing profile to Bob Watson, P.O. Box 8040 (A-221), Walnut Creek, CA 94596.

**SO. PACIFIC VOYAGE.** 70-ft schooner. \$300 per week. Looking for enthusiasm and commitment rather than experience. (415) 332-9529.

## BERTHS & SLIPS

**EMERY COVE MARINA** - Have 40-ft dbl-finger upwind berth w/large dock box, harbor amenities, incl showers, washer/dryer & on-site security. Won't last long at \$170/mo. Call Robert 828-8423.

**50-FT SLIP AT PIER 39** for sale. Great location on "F" dock in east marina. Close to facilities with a fantastic view. \$48,000. (408) 247-9324.

**BERTH WANTED:** Tugboat/houseboat 65-ft-16-ft beam. Responsible, professional couple. Prefer Marin. Can provide piles/dock. 381-2943 or 237-8080.

**EMERYVILLE, 40-FT UPWIND BERTH.** Rent from owner & save. Easy access to SF Bay. Excellent facilities, no surge. \$180/mo. Phil (408) 377-7951 or (408) 756-9716 daytime.

**40-FT BOAT SLIP AT PIER 39.** Spectacular view of Telegraph Hill, drive up access and the best of S.F. within walking distance. \$45,000 value, only \$38,500. Will consider trade for real estate equity or motor home. (414) 935-5173.

## USED GEAR

**DIESEL ENGINE.** Detroit 3-53, 100 hp. Two hrs since \$2,700 rebuild (receipts), reduction gear. \$3,850. Unused 24" 3-blade prop and 8-ft. 1 1/2" shaft also available, \$550. (415) 664-3070.

**PAINTED ALUMINUM SPARCRAFT** blue label mast and Kenyon boom originally installed on a 1988 Olson 911S - minor scratches. \$950 or b/o. (415) 954-1470 anytime, lv msg.

**1984 140 HP JOHNSON V-4 O/B**, power tilt and trim, make offer. Bob H: (408) 688-7694 W: (408) 476-3009.

**ANCHOR WINDLASS**, \$150. Velvet drive 1 1/2 to 1 gear, \$450. Will consider trade for inflatable or cruising gear. Benmar 21 AP w/remote. 829-5725 eves.

**AVON LIFERAFT**, 4-man/cannister, single floor, \$1,200. 8-ft F/G dinghy, \$400. 5-hp British Seagull with clutch, \$500. Autohelm self-steering windvane, \$650. All like new-never used. Call Gene (408) 263-7633.

**SATNAV**-Walker 412. Like new, \$750. 635-0381 days or 865-3381 eves.

**USED ALUMINUM MAST:** 39'8" anodized from an Olson 30. Includes spreaders, recently new rod uppers, halyards, VHF antenna, goose neck, mast step and wiring. \$750 firm. Lv msg at (415) 455-8056.

**BARENT WINCHES.** 1 ea #21, 2 spd, alum, \$200. 1 ea #23, 2 spd, ST, alum, \$300. (415) 388-7924, lv msg.

**MYLARC-CUT GENOA** by North Sails. Designed as 130% jib for an Islander 28. Luff=33.5-ft, LP=14.9-ft. Excellent condition. Cost \$1,500. Sell \$750 or b/o. (415) 435-9513.

**WESTERBEKE 4-107**, 37 hp 4 cyl dsl. Fresh water cooled. Starts and runs great (a must see). Have owner and shop manual. \$2,000. Call Steve after 5 p.m. (916) 422-8234.

**1984 METZLER**, 12-ft, \$850. '89 Avon 8-ft, \$850. '89 Evinrude 3 hp, \$400. '87 Mariner 9.9 hp LS, \$1,000. 20 hp, \$1,250. Chrysler 9.6 hp, \$450. Balmar dsl charger w/options, \$1,500. OMC aux. motor bracket, \$125. Slalom ski, \$60. Skiis, \$25. 652-7287.

**SAILS:** jibs 23-27-31-35-ft, mains 30-31-35-36-ft, spinnakers 50+ft, some small covers. D: (415) 523-4388.

**VOLVO MD21 MARINE DSL ENGINE.** Fresh water cooled, 70 hp, 4 cyl, forward-reverse reduction gear. Engine is rebuilt and ready for installation. Just add water! \$2,300 or b/o. 648-2349.

**MAST 33-FT.** 6" wood natural varnished for Bear boat. Rigging, jib, spinnaker, galley also for Bear boat, b/o. Chance Bear \$47. Glenn (415) 333-2967.

**AVON REDCREST 9-FT 3"** inflatable dinghy, used once, \$675. Spinnaker pole 3"x12.2-ft., Forespar trigger-style fittings, i/b trips, bridles, \$225. Reaching strut 3"x7-ft 4", Forespar RS-300-T, \$125. 933-3997.

## MISCELLANEOUS

**SANTANA 22.** New main and 120% class lapper. By North, all goodies were added when these racing sails were constructed. (415) 947-1970.

**GREAT PROJECT:** 25-ft new F/G Nordic Folkboat hull. In building cradle. Cabin and cockpit sole, wood bulkheads and laminated deck beams installed. Dark blue hull with white boot stripe. Make offer as is - \$ or trade. (415) 522-2705.

### SEVEN SEAS YACHT CHARTERS

offers hundreds of fine power and sailing yachts for a Caribbean or Mediterranean cruise tailored and catered for you. Elegant cuisine, personal service, surprisingly affordable. Call (800) 346-5355

### NORTH BEACH MARINE CANVAS

**IN SAN FRANCISCO 543-1887**

- Custom canvas, cushions & repairs
- Dodgers by Island Nautical from \$800
- Inner-spring mattresses by Dean Douglas
- Waterproof cushions by Bottom Siders

CALL FOR FREE ESTIMATES

### SAIL A 32 C&C

The least cost access to a good sailboat is by chartering. Boat available out of Fortman Marina, Alameda. For charter by the day to experienced skippers. Call (408) 253-0357 evenings

### OFFSHORE CRUISING SEMINAR (Our 45th)

Exciting 20 hr wknd course covering vitally important topics: Outfitting, safety, medicine, finances, provisioning & more. John Neal & Barbara Marrett look forward to sharing the most up-to-date info. March 10/11, Emeryville, CA, contact: Armchair Sailor, 1500 Westlake N. Seattle, WA 98109, (206) 283-0858, Feb. 24/25, San Diego/March 3/4, Ventura, contact: Seabreeze Books (619) 223-8989

### MORGAN OUTISLAND 41

1979 walk thru model. Roller furling sloop. Radar, SatNav, Ham radio, autopilot, generator. Motivated, seller bought another boat! \$63,250 DRISCOLL YACHTS (619) 222-0325

### ALAN OLSON ALL MARINE SERVICE

Electrical - Carpentry  
Rigging - Mechanical  
Plumbing - Charter - Deliveries  
(415) 331-1282  
(415) 331-9126

### SAN FRANCISCO BAY

Distinctive 3 bedroom, 2 bath home with 45-foot deepwater dock. Living room and library have fireplace. Cathedral ceilings in master suite with separate sitting room. Decks, hot tub, greenhouse. \$645,000. Call agents: Jon (415) 233-8644 Elizabeth (415) 236-5131

### SPRING CLEANING FOR YOUR BOAT

Hire BOATWORKS for cleaning and detailing for Opening Day, Spring Racing or Cruising. We're the oldest boat cleaning and detailing business on the Bay. Insured, Bonded and Free Estimates. Call Terri at (415) 834-3990

**NEW SAIL FOR SALE.** Dacron jib, #3 built for Irwin. Hank on approx 7 oz, 284-ft. Luff 37-ft 6", Foot 16-ft, Leech 35-ft 6". Practically new - no wear. Over 50% off new price. Asking \$600. (415) 456-9450.

**MONEL FUEL TANK,** 70 gal, \$150. Hydrovane self-steering gear, British, \$750. 250 sq ft lugsail, new, \$450. SSB radio, 11 channels, \$75, misc gear. 331-3745.

**EXPERIENCED S.F. BAY/OCEAN SAILOR** wants to charter 33-45 ft ULDB/light dis racing sailboat for local IMS and Catalina race. Will treat boat as his own and will assist you in selling your boat if for sale. D: (415) 930-6880 E: 284-1537.

**SITEX STEREO AND SPEAKERS.** Still new and in the boxes. My goof - your profit. Sitex MS-88 stereo and MS-88 SPK speakers, \$225. John 522-1532.

**PARTS:** Complete wheel steering for 36-ft sailboat. Still on boat. \$1,000/ofer or trade. Windsurfer, one-design w/extras. Perfect for beginner to expert, \$500/ofer, trade. Complete women's wetsuit, excellent condition, \$100/ofer or trade. 563-4421.

**CAN YOU HELP US?** The Marina High School class of 1980 from San Leandro, CA will be holding their 10 year reunion this summer. Locating people is difficult! If you know a classmate please give them the info from this ad. If you are a classmate and would like to attend, please contact: Colleen (Campion) Levine at (707) 553-2725 eves or Ricky Hurtado (415) 483-4892, lv msg.

## VACATION RENTALS

**CAPE COD, SO. ORLEANS, PLEASANT BAY,** private beach, 3 bdrm, 2 bath, all amenities. Secluded, quiet. \$950/wk July/Aug - \$550/wk June/Sept. Call John (415) 647-8684.

**MAINE VACATION COTTAGE** on Casco Bay on the coast of Maine. 4 bdrms plus 6-kid bunkroom, large living room, dining room and kitchen. Waterfront with rowboat & swimming float. \$800/wk. Inquiries to: Robert Arndt, 976 Pequot Ave., Southport, CT 06490.

## NON-PROFIT

**WOMEN BOAT OWNERS AND SAILORS.** For information about Bay Area Women at the Helm, a lesbian boating club open to all women, call 534-3730 - Check us out.

**ERICSON 27 OWNERS.** There is a one-design fleet in the Bay. Cruising/racing/partying. We want to meet you. For more information call Ervin Dean (415) 494-0347 or write: E-27 Fleet One, 730 Liverpool Way, Sunnyvale, CA 94087.

## JOB OPPORTUNITIES

**CLUB NAUTIQUE IS HIRING** experienced, licensed sailing instructors. We offer the most comprehensive program in the Bay Area, perhaps anywhere. The pay is competitive, boat use privileges are liberal and our curriculum is excellent. Call Gus Conklin at (415) 865-4700.

**20 YEAR OLD MARINE ENGINE BUSINESS** has openings for experienced marine engine mechanics at our new Bay Area location in Alameda. We are growing rapidly & need good help now. Ask for Stacy at Stacy's Marine Service - (415) 521-9050.

**SAILING INSTRUCTORS** - Olympic Circle, the Bay's busiest and highest rated sailing school has several openings for instructors. Must have extensive sailing experience, strong seamanship and communication skills. Excellent wages and curriculum support; liberal boat use privileges. Call Rich (415) 843-4200.

**RESPONSIBLE PERSON W/EXPERIENCE** in retail marine sales. Possible management position. Landfall Marine Supplies 331-2806.

**SAUSALITO SAILING CLUB** is seeking qualified sailing instructors for the spring-summer season, 1990. C.G. six pac or higher license required, ASA cert., optional. Send resume to: Ben Choate, Operations Manager, Sausalito Sailing Club, 2310 Marinship Way, Sausalito, CA 94965.



### SEA OF CORTEZ SAILING

\$1,300/wk June thru October      \$1,700/wk November thru May  
Island Trader 41-ft, Sleeps 6, Fully Equipped Bareboat.  
Can Be Crewed  
Peter Knight (916) 441-5058

### THE SALVATION NAVY

Expert Yacht Repair • Fiberglass • Carpentry • Electrical  
Expert Paint & Varnish • Diving Service  
Reasonable Rates      10 Years Experience  
(415) 771-9158

### SOLAR ELECTRIC POWER-SYSTEMS

- High energy battery charging systems
- Inverters - ultra high efficiency
- Solar panels - High output Marine

"Affordable Luxury" Since 1976 ENERGY TECHNOLOGY SYSTEMS (415) 634-1733

### CHANNEL ISLANDS CRUISING SEMINARS

by Mike Pyzel. March 8: Island Cruising Techniques; March 15: Heavy Weather Sailing; March 29: Anchors & Anchoring. All 3 seminars 7:30-10 p.m. at Ventura's Harbortown Hotel. Details? Call (805) 640-0900

### THIS COULD BE YOU!

*Do you have a business that needs inexpensive advertising?*  
Why not try an ad in the Classy Classified business section?  
At only \$35 per month and a distribution of 48,000, *Latitude 38*  
offers advertising that reaches people far and wide at minimum cost.

**BROKER/SALES MAN - TRADEWINDS** is hiring another commission salesman for its yacht sales division. Have the fun of making money selling the best value & best selling yachts in the sailboat market today. Hunter Marine yacht sales experience necessary. Draw available for proven performers. Send resume to: 102 Village Dr., Richmond, CA 94804.

**SAUSALITO SAILING CLUB**, a growing yacht charter and sailing school located at the beautiful Marina Plaza Harbor is seeking a experienced salesperson for aggressive marketing. Knowledge of sailing is required. Some computer experience also required. Position open late March. Send resume to: Operations Manager, Sausalito Sailing Club, 2310 Marinship Way, Sausalito, CA 94965.

**SAILBOAT RIGGER/OUTFITTER** Tradewinds is hiring sailboat riggers and/or outfitters either full-time or part-time. Applicant must have in-depth experience. Pay excellent & commensurate with experience. Call Pauline at 232-7999.

**SPINNAKER SAILING** in Redwood City and S.F. is now hiring ASA qualified sailing instructors for weekend classes. Candidates must be experienced, patient and friendly. Call Bob Diamond, Wed-Sun, (415) 363-1390.

**STEM TO STERN MARINE SERVICES** is a full service, maintenance and repair company. Positions open for trainees and skilled craftsman, full-time and part-time. Duties range from boatwashing, polishing, paint and varnishing to F/G, gel-coat, woodwork and mechanical repairs. Dependable transportation is required. Skills and experience will determine salary. If you are a conscientious and energetic person with a good work history and a love for boats contact Mike at 368-2872 for an appt or send resume to: 635 Bair Island Rd., #110, Redwood City, CA 94063.

**PART-TIME CATERING MANAGER** aboard the "Brigantine Rendezvous". Easy prep, cold foods only. Must be flexible and love to sail! \$8.00/hr plus tips. Call (415) 363-1390.

**SALESMAN WANTED.** Well established business, specializing in mainly cruising sailboats Key Bay Area location. Hot selling product lines plus brokerage. 865-2511.

### DONRU MARINE SURVEYORS

Donald R. Young  
Surveys & Appraisals  
Serving the Central Coast and Bay  
32 Cannery Row, Monterey, CA 93940 • (408) 372-8604

### SAIL THE SAN JUAN ISLANDS

Charter a Passport 40 Sailboat - Fast, comfortable 40-ft sloop. Dinghy, dodger, full instrumentation, roller furling headsail, two private staterooms, head w/shower, refrigeration, VHF, stereo, propane stove w/oven and much more. Call George (206) 821-1208

### NAPA RIVERFRONT HOME

New all cedar construction. Soaring ceilings, Corian kitchen, fireplace. 3 bedrooms, 2 baths, private dock. Sensational views! 26 miles to the Golden Gate. \$329,000  
Contact: Maureen Paladini, Coldwell Banker, (707) 944-1841

### ALUMINUM and STEEL

Progressive local builder seeks new construction projects. Prompt quotes and return postage with complete set of plans. Stock plans 29-ft to 34-ft, and 40-ft. 34-ft demonstrator in the water at S.F. berth. More info contact: SIERRA YACHTWERKS, 863-1808, mailing address: 909 Marina Village Pkwy, Ste 134, Alameda, CA 94501

### SEMINARS AT SEA PRESENTS: MEDICINE FOR MARINERS

Physician taught two-day intensive seminar training in on-board emergency medicine to prepare the non-medically trained sailor to handle such emergencies until professional help can be obtained. Participants required to have at least prior Red Cross standard first aid training. For dates, times and locations contact: Tim Blair at (415) 232-6114.

## BUSINESS OPPORTUNITIES

**CATALINA CAB COMPANY** for sale. Tired of the hustle and bustle. Move to Catalina and enjoy sailing, diving or fulfill your fantasies while operating a profitable business. Asking \$450,000. For more information contact Bob O'Hannesson, (408) 973-1414.

**SUCCESSFUL, ESTABLISHED** Mexican charter boat corp seeks financing & large well-maintained multihulls for expansion into Mexico's West Coast resort area. Call (415) 898-7048.

**SUCCESSFUL SEATTLE YACHT** brokerage. Seattle's leading sail and power brokerage offered for sale. Gross sales in excess of 6 million, top selling new lines and excellent Lake Union location with moorage. Offered at \$650,000 plus inventory. Contact: Broker, Suite A-165, 2030 Dexter Ave. N. Seattle, WA 98109.

**EARN REVENUE ON YOUR YACHT** while waiting for a buyer. Sausalito Sailing Club is looking for quality yachts, 30-45 ft., for our charter program. Yachts must be in excellent condition and dsl-powered with wheel steering. We offer full professional maintenance and will cooperate with brokers to market your yacht while in our charter program. An excellent way to gain exposure. Call for details 331-6266.

### REMEMBER!

The classified deadline  
is always the 18th  
of the month  
prior to publication -  
even if it is a  
Sunday or holiday.

Ads received past deadline  
will be held until!  
the next publication  
unless otherwise noted  
on the ad.

# Landfall Specials

## TOHATSU OUTBOARDS THE COMPANY THAT MAKES NISSAN

5 S ..... 825.00  
 5 L ..... 834.00  
 8 S ..... 1018.00  
 8 L ..... 1038.00  
 9.9 S ..... 1309.00  
 9.9 L ..... 1333.00

(All External Tanks Up To 140 hp Available)



## INFLATABLES



VOTED BEST BY THE SEVEN SEAS CRUISING ASSOCIATION

## GIBB WINCH HANDLES

**\$23.12**

Great Inexpensive Handles



Pelican Rope

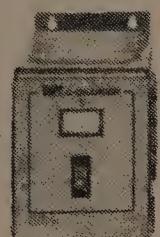
5/16" ..... \$.29  
 3/8" ..... \$.36  
 1/2" ..... \$.59



OUR LOWEST STRETCH

## BATTERY CHARGERS

15 AMP  
\$139.95



20 AMP  
\$159.95

MARINE  
UL  
Marine UL Listed

## SHORE POWER CORDS 50'



**\$63.95**

## CHAIN CONTROLLER



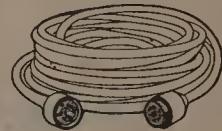
**\$17.60**

## WINCH HANDLE HOLDERS



**\$10.95**

## PHONE CORDS 50'



**\$63.95**

**High Seas**  
FOUL WEATHER GEAR

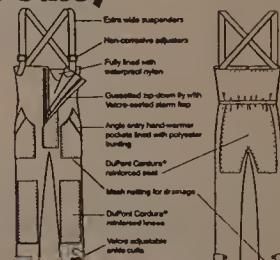
## FOULIES

(All Styles on Sale)



**YS4000 COAT**

**\$129.95**



**PANTS**

**\$115.95**

## FENDERS 40% OFF

### EXAMPLES:

5x20 ... \$13.70

8x22 ... \$21.75

8x27 ... \$28.95

9x35 ... \$36.50



### ALSO

## MUIR & LOFRANS WINDLASS DEALS



Verticals and Horizontals



# Landfall Marine Supplies

210 HARBOR DRIVE SAUSALITO

(415) 331-2806 OPEN 7 DAYS



**R E P A I R S**

**R E P A I R S**

**R E P A I R S**

**HAYNES SAILS**

*A full service sail loft*



70-U Woodland Avenue  
San Rafael CA 94901  
(415)459-2666

**KENT PARKER**

Marine Surveyor

Purchase Surveys

Trip Survey

Appraisal of Damage

Casualty Reports

Mast Surveys

P.O. Box 2604 San Rafael, CA

**(415) 457-5312**



**SPARKY  
MARINE ELECTRICS**

**YOUR ALTERNATIVE ENERGY DEALER**

- Solar Panels • Inverters • 12V Appliances
  - High Amperage Alternators, Regulators
  - Solar Nicad Battery Chargers • "AA" to "D" Cell
  - Energy Efficient Lighting • 12VDC and 110AC
  - 12 Volt Bedwarmers • 3 Widths 24", 46", 60"
- All 5-ft Long, 5.0 to 6.7 Amps Draw • And Much, Much More!!

Call Dennis At:

**(415) 332-6726**

Located in Sausalito in the  
Schoonmaker Building, #160  
—FREE CATALOG—

**CAPTAIN FOR HIRE**

Coast Guard Licensed

**CHARTERS  
PRIVATE YACHTS  
COMMERCIAL VESSELS**

SAIL



POWER

Captain Crane Wood Stookey  
San Francisco, CA (415) 541-5080

**VOLVO PENTA**

CALL TOLL FREE NATIONWIDE

**1-800-326-5135**

**HELMUT'S**

**MARINE SERVICE INC**

145 THIRD STREET  
SAN RAFAEL, CA 94901  
(415) 453-1001  
FAX (415) 453-8460

**REFRIGERATION, WATERMAKERS  
& INVERTERS FOR POWER & SAIL**

20 Years Experience Factory Authorized Technicians

Grunert • Marine Air Systems • Adler Barbour  
Trace • Northern Lights Generator System

Recovery Engineering –  
12 volt & Hand Operated Watermakers

**NAU • T • KOL (415) 235-4411**

320 A West Cutting Blvd.

Richmond, CA 94804



Cruise on in to the  
**Latitude 38**

Crew List Party

April 12th, 1990

6-9 p.m. at the

Corinthian Yacht Club

Your Connection to  
Summer Sailing

**SPEED SAILING**



1813 CLEMENT AVE • ALAMEDA, CA 94501  
(415) 521-0444

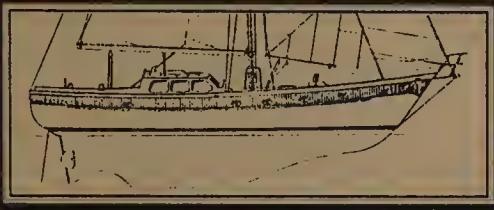


# Fraser Yachts

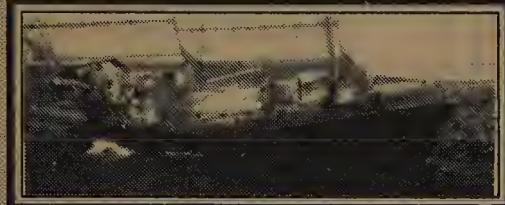
THE BAY AREA'S INTERNATIONAL YACHT BROKERAGE FIRM

320 Harbor Drive  
Sausalito, CA 94965  
(415) 332-5311

**SEASTAR  
FULL POWERED**  
**P.H. CUTTER, 1982**  
Brewer design, aft cabin.  
Great liveaboard/cruiser.  
Well equipped, teak decks.  
\$135,000.



**Spacious Schooner.  
51' W/AFT STATEROOM**  
Colvin designed deep-water cruiser. Perfect for couple. Ready!  
Asking \$150,000.



**THREE MASTED 93-FT TOPGALLANT SCHOONER**  
Baltic trader built 1942 converted to yacht 1970's.  
A beautiful tall ship for serious sailors. \$675,000.



**1975 C&C  
SLOOP/CUTTER**  
Completely equipped for inshore/offshore racing;  
Aries vane, 14 bags sails.  
Sausalito berth.  
Asking \$53,000.

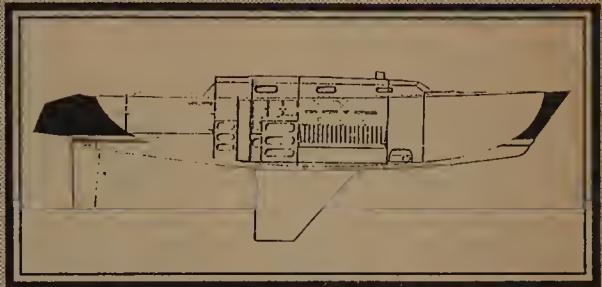


**A sailor's stinkpot.  
32' CHEOY LEE  
TRAWLER**  
Exceptionally clean,  
showing 10 years of professional owner care.  
Value! \$55,000.

LINDY LINDQUIST

KEONI WARINNER

DAVE SHELDON



**1982 PERFORMANCE SLOOP N.Z. rep. for Clipper Cup.**  
40' Big Boat Series vet. State-of-the-art machine.  
Cruising interior. Super fast/loaded. \$64,500.

## ADVERTISER'S INDEX

|                                 |     |                               |     |                              |       |                             |     |                            |            |
|---------------------------------|-----|-------------------------------|-----|------------------------------|-------|-----------------------------|-----|----------------------------|------------|
| Affordable Steve's              | 186 | Charter 'Strider'             | 136 | Grand Marina                 | 58    | Nau-T-Kal                   | 180 | Sausalito Drydock          | 71         |
| Alameda Marina                  | 61  | City Yachts                   | 29  | Gulf Islands Cruising School | 136   | Nautar Swan                 | 188 | Scanmar Marine Products    | 52         |
| Alar Yachts                     | 168 | Club Nautique                 | 135 | Hard Sails USA               | 43    | N.C.M.A.                    | 32  | Scan Marine Equipment      | 60         |
| Albatross Yacht Charters        | 144 | Coastline Canvas              | 65  | Harken                       | 111   | Nelson's Marine             | 192 | Schoonmaker Paint Marina   | 72         |
| Allen & Keefe                   | 186 | Cantinental Marine            | 63  | Haynes Sails                 | 180   | Nar Cal Yachts              | 20  | Shore Sails                | 56         |
| Allstate Insurance-Gogna        | 169 | Carsair Marine                | 17  | Helmut's Marine              | 180   | Northern California Spring  |     | Shurburne & Assoc.         | 184        |
| Allstate-Quan                   | 56  | Crabtree Maritime Svcs        | 136 | Helms Yacht Sales            | 17    | Boat Shaw                   | 32  | Sika Carp.                 | 73         |
| American Battery                | 169 | Cruising Design               | 64  | Hewett's Marine              | 56    | North Sails                 | 24  | Skyline Charters           | 143        |
| Anchorage Brakers & Consultants | 10  | Cruising Equipment Co.        | 55  | Hidden Harbor Marina         | 6     | O'Neill's Yacht Center      | 67  | Sabstad                    | 155        |
| Andersen Stainless              | 168 | Cruising Seas Delivery        | 168 | Higin Sails                  | 47    | Olympic Circle Sailing Club | 134 | South Beach Harbor         | 12         |
| Ana Nueva Race                  | 23  | Cruising World Pacific        | 8,9 | Hood Sailmakers              | 53    | Oyster Cove Marina          | 54  | Sparky Marine Electrics    | 180        |
| Apolla Generators               | 111 | Custom Yachts                 | 184 | Harizan Sailing School       | 134   | Oyster Point Marina         | 62  | Speed Sailing              | 180        |
| Arend Yacht Sal                 | 97  | D'Anna Sailing Ca.            | 2   | Intrepid Charters            | 143   | Outboard Matar, Shap, The   | 56  | Spinnaker Sailing          | 134        |
| Astra Nautics                   | 62  | Desalation Sound Charters     | 143 | J-Boats West                 | 22    | Pacific Coast Canvas        | 6   | Spinnaker Shop, The        | 69         |
| Ballena Bay Yacht Brakers       | 33  | Dickerson, R.E. Insurance     | 69  | Jahnsan-Hicks                | 42    | Pacific Marine Exchange     | 66  | Stanford University        | 66         |
| Ballena Isle Marina             | 52  | Dawnwind Designs              | 168 | Janes, Hugh, Yacht Sale      | 18    | Pacific Yacht Imports       | 48  | Starbuck Canvas            | 31         |
| Bay Bridge Yachts               | 186 | Dayle Sails                   | 51  | Kappas Marina                | 7     | Parker, Kent, Surveyor      | 180 | Stockdale Marine           |            |
| Bay Riggers, Inc.               | 35  | Dutch's Marine                | 68  | Kensington Yacht             | 21    | Parker, Kermit, Yacht Sales | 184 | & Navigation Center        | 182        |
| Baytranics                      | 39  | Eagle Yacht Sales             | 19  | Kanocci Cup                  | 23    | Passage Yachts              | 4,5 | Stane Boat Yard            | 42         |
| BC Navigation Center            | 7   | Edgewater Yacht Sales         | 183 | Landfall Marine              | 179   | Pelafoom                    | 56  | Stookey, Captain Crane     | 180        |
| Bellhaven Marine                | 184 | Edinger                       | 168 | Larsen Sails                 | 191   | Peninsula Marine Services   | 14  | Sunset Yachts              | 30         |
| Benicia Marina                  | 68  | Emery Cave Marina             | 46  | Leading Edge Sails           | 66    | Pineapple Sails             | 3   | Super Slick                | 111        |
| Beawolf Publishing              | 40  | Energy Depat                  | 36  | Lee Sails                    | 60    | Pioneer Marketing           | 50  | Sutter Sails               | 13         |
| Berkeley Marina                 | 50  | Excellence Far Yachts         | 169 | Mapleleaf Yachts             | 55    | Praper-Tighe Marine         | 34  | Svendsen's Boot Works      | 57         |
| 8imini, The                     | 142 | Extensor                      | 45  | Marin Yacht Sales            | 190   | Prudential Realty           | 182 | TAP Plastics               | 189        |
| Booter's Friend                 | 54  | Farallane Yachts Sales        | 19  | Marina Plaza Yacht Harbor    | 71    | Pryde, Neil Sails           | 23  | Tedrick Higbee             | 189        |
| Boettcher & Murray              | 22  | Fastech Marine                | 54  | Marina Village               | 44    | Re/Max Realty               | 65  | Tidewatch                  | 111        |
| Bay Scouts - Old Baldy Council  | 136 | Feehey Wire Rape & Rigging    | 169 | Maritime Servicenter         | 69    | Rex Yacht Sales             | 183 | Thunderbird Yachts         | 182        |
| Bay Scouts - San Francisca      | 52  | First New England Financial   | 60  | Mariner Baat Yard            | 16    | Richmand Boat Warks         | 37  | Tradewind Instruments Ltd  | 43         |
| Bay Scouts - Stanford           | 31  | Faalpraaf Marine              | 137 | Mariner Products             | 56    | Richmand Marina Bay         | 70  | Tradewinds                 |            |
| Brisbane Marina                 | 64  | Farbes Island Tours           | 72  | Mariner Sq Yachting Cntr     | 16-22 | Richmand Yacht Service      | 46  | Sailing Center             | 28,135,185 |
| Brakaw, Gearge Yachts           | 185 | Fartman Marina                | 169 | Maritime Electronics         | 105   | Rogers Electronic Service   | 74  | UK Sails                   | 36         |
| Bruna's Island                  | 168 | Fraser Yachts                 | 181 | Maritime Starre, The         | 74    | S.F. Boat Warks             | 74  | United Yachting Ventures   | 185        |
| Cable-Marre                     | 38  | Garrett, Dave, Sailing School | 134 | Marks-Clark Insurance        | 61    | Sail Exchange               | 169 | USA Electronics            | 70         |
| Cal-Caast                       | 26  | General Ecalagy               | 168 | Martinez Marine              | 62    | Sail Mexica                 | 144 | Village West Marina        | 36         |
| Cal-Marine Electronics          | 27  | Gianala & Sans                | 168 | McGinnis Insurance           | 64    | San Juan Sailing            | 143 | Voyager Marine             | 68         |
| California Custom Canvas        | 73  | Glen Cave Yacht Sales         | 184 | Metal Magic                  | 63    | Sanford Wood                | 49  | West Marine                | 75,76,77   |
| California Sailing Club         | 136 | Golden State Diesel           | 169 | Milana Yachts                | 189   | Sails by Marian             | 11  | Westwind Precision Details | 25         |
| Calif. Maritime Academy Faun    | 169 | Garman, Bill, Yacht Sales     | 187 | Minney's Yacht Surplus       | 50    | Santa Cruz/                 |     | Whale Paint Marine Supply  | 59         |
| Capital Workshop Insurance      | 41  | GPSC Charters Ltd.            | 144 | Manterey Bay Fiberglass      | 70    | Santa Barbara Race          | 25  | Yacht: 'Grey Ghast'        | 186        |
|                                 |     |                               |     | Manterey Bay Boat Shaw       | 15    | Sausalita Cruising Club     | 27  | Yacht: 'Mull/NZ 45'        | 186        |
|                                 |     |                               |     | Moorings, The                | 145   |                             |     | Yacht: 45-ft ketch         | 186        |
|                                 |     |                               |     |                              |       |                             |     | Yegen Marine               | 18         |



# Stockdale Marine

- Montgomery Sailboats & Dinghies • O'Day/Cal Sailboats • Mariner Outboards • Prindle Cats •
- Specializing in Trailerable Sailboats • Over 40 Boats on Display •
- 4730 MYRTLE AVENUE, SACRAMENTO, CA 95841 • (916) 332-0775

## SANTA CRUZ 33 KIT

Build your own super "go fast" boat w/ PHRF of '96. Steal this Bill Lee designed/constructed Santa Cruz 33 KIT. Owner can not finish it — needs the space. Asking only \$13,000.

## BRISTOL SAILMASTER 25'

Bluewater, yet trailerable; fully reconditioned boat w/new paint ... bottom, hull & deck '88. New rigging in '89 w/ bigger/heavier mast. Wheel also added in '89 along w/all lines led aft. Johnson Sailmaster 9.9 aux. w/alt. & cockpit controls in a stern lazerette ... best of both worlds; spacious classic looking vessel is a "must see" at only \$10,500 incl trailer.

## LANCER 28-T MKIV, 1978

Well laid out racer cruiser w/over 6' of hdmr; galley on either side companion way; long settee opposite the large dinette table. (2) quarter berths under the cockpit seats; spacious V-berth. Draft/beam makes her trailerable — great Delta boat w/only 3' draft. Whl/cockpit controls for o/b. Asking \$14,900.

## NEWPORT 27' 1983

Well built Capital Yachts boat: great racer/cruiser w/6' hdmr. Bright/spacious w/forward opaque hatch in large deep V-berth; galley well outfitted, enclosed marine head. Atomic 4 aux. i/b, wired for 110V & 12V w/2 deep cycle batteries. Electronics incl. VHF, DS & K/L. Extras incl. most C.G. required items. Asking only \$14,500.



## WEEKENDERS without trailers

|                      |       |          |
|----------------------|-------|----------|
| 22' PARC MAR         | ..... | \$9,500  |
| 24' O'DAY 240        | ..... | \$21,000 |
| 24' YANKEE DOLPHIN   | ..... | \$8,900  |
| 25' TANZER           | ..... | \$9,800  |
| 27' CORONADO, 2 from | ..... | \$6,500  |
| 28' CAL, 2 from      | ..... | \$9,995  |

## PERFORMANCE with trailers

|                         |       |          |
|-------------------------|-------|----------|
| 20' SANTANA, 3 from     | ..... | \$4,500  |
| 21' VENTURE, race ready | ....  | \$4,550  |
| 22' CAL 22, new         | ..... | \$14,900 |
| 22' J/22                | ..... | \$11,500 |
| 24' J/24                | ..... | \$12,500 |

## CRUISING BOATS without trailers

|              |       |          |
|--------------|-------|----------|
| 28' SANTANA  | ..... | \$16,500 |
| 30' RAWSON   | ..... | \$29,500 |
| 30' ISLANDER | ..... | \$16,000 |



## CHINESE JUNK RIGGED SCHOONER

Beautiful liveaboard built and berthed in Sausalito. Douglas fir keel and masts, mahogany hull. Living quarters (one bedroom, one bath), comfortably and efficiently designed in mahogany. Licensed for charter. A unique opportunity!

Offered for sale at: \$125,000.

FOR FURTHER INFORMATION PLEASE CALL:

NONI GARNER  
REALTOR ASSOCIATE  
**(415) 456-0090 X306**

"For your real estate needs on  
land or sea!"

The **Prudential**  
California Realty



## RUTHERFORD 50

by Waterline Yachts

**World class offshore steel cruiser.** Built in '88. (3) staterooms, plus a huge main salon & galley. Fully equipped navigation station w/Radar, WeatherFax, SSB, VHF, sounders, knot, log, Loran C, SatNav & more. Solar panels, freezer, inverter, autopilot plus all the safety gear for offshore work. Offered for sale at \$375,000 Canadian funds (approx. \$295,000 U.S.) Terms available. Call Tim Howard.



**THUNDERBIRD  
YACHT SALES**  
2075 Tryon Road, Sidney, B.C. V8L 3X9  
(604) 656-5832



YACHT SALES

Cheoy Lee®

Authorized Dealer

308 Harbor Drive  
Sausalito, CA 94965

(415) 331-0533

FAX (415) 331-1642



**1972 SPARKMAN &  
STEPHENS 48' YAWL**

Custom Built  
Newly Refurbished  
\$109,000  
Peter Sheppard



**1990 53' CHEOY LEE P.H.  
MOTORSAILER**

Single 135 HP Lugger Diesel  
Bow Thruster  
AT REX YACHTS



**1982 COOPER 42 P.H.  
MOTORSAILER**

Two Double Berth Staterooms  
+ Tub/Shower  
\$119,000  
Peter Sheppard



**1988 47' TAYANA  
CUTTER**

Three Staterooms  
AT REX YACHTS  
\$199,000  
Al Levenson



**1980 PEARSON 424**

Very Clean  
Well Equipped  
\$105,000  
Al Levenson



**1984 44' NORSEMAN  
CUTTER**

Thoughtfully Equipped for  
Offshore Passaging  
\$100K Below Replacement  
\$215,000  
Al Levenson



**1969 CAL 40**

Bottom Stripped/Recoated '87  
One of Lapworth's  
Finest Designs  
\$55,000  
Pete Fromhagen



**1973 36' MORGAN  
SLOOP**

Professional Blister Treatment  
1988  
Diesel Rebuilt 1987  
\$35,000  
Pete Fromhagen



QUALITY LISTINGS INVITED



# Edgewater

YACHT SALES (415) 332-2060

1306 BRIDGEWAY, SAUSALITO, CA 94965



**55' P/H CRUISING YAWL**

HEAVY CONSTRUCTED OFFSHORE VET, CRUISE IN COMFORT, 6-71 GM DSL POWERS AT 6K. ONAN 7.5 GEN., WELL EQUIPT, INCL'G AP, RADAR, SATNAV. ASKING \$79,500



**38' CATALINA**

1983 DIESEL AUXILIARY, BEAUTIFUL TEAK INTERIOR, MANY EXTRAS INCLUDING HOOD FURLING & SPINNAKER. AT OUR DOCKS, \$45,000.



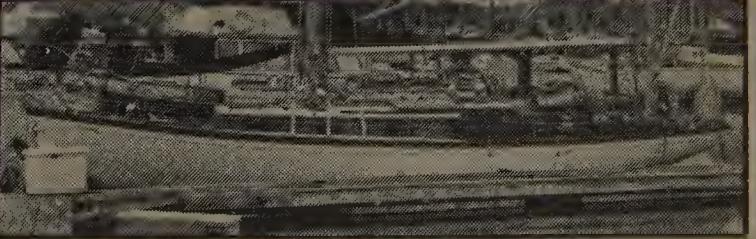
**38' TRAWLER**

1962, CAT V8 MAIN ENGINE, 5 KW GENERATOR, DIESEL STOVE. ACCOMODATIONS FOR FOUR. OWNER MOVING & MUST SELL. AT OUR DOCKS. ASKING \$45,000/OFFERS.



**47' STEPHENS MOTORYACHT**

ELEGANT DECOR, WELL EQUIPPED, 10 KW GENERATOR, TEAK DECKS,  
MAINTAINED IN SHOW CONDITION. TRY \$120,000.



**OFFSHORE 40 YAWL**

CHEOY LEE'S MOST POPULAR TRI-CABIN LAYOUT. LOADED W/ QUALITY GEAR, INCLUDING ARIES VANE, ALL IN EXCELLENT CONDITION. AT OUR DOCKS NOW, ONLY \$50,000.



# GLEN COVE YACHT SALES



## 37' HERSHINE, 1978

**Tri-Cabin Trawler.**  
Single diesel, excellent condition. Loaded with extras and ready for immediate use. See Maury. Asking \$83,500.



## SAIL

|  |                         |
|--|-------------------------|
| 23' CORONADO — Two to choose from .....                | \$3,500                 |
| 27' SKIPJACK SCHOONER, 1930 .....                      | \$8,000                 |
| 27' NEWPORT 1977 .....                                 | \$15,000                |
| 28' COLUMBIA 1970 . . Reduced to .....                 | \$12,000                |
| 30' HERRESHOFF 1949 .....                              | \$14,000                |
| 30' CATALINA 1983, wheel or tiller - your choice ..... | \$34,000                |
| 32' COLUMBIA 1975 .....                                | Owner Asking for Offers |
| 32' WESTSAIL . . Two From .....                        | \$54,500                |
| 34' SUNSET SLOOP, 1967 .....                           | \$12,500                |
| 51.5 COLVIN CUSTOM 1986. Steel .....                   | \$150,000               |

CALIFORNIA YACHT BROKERS ASSOC. MULTIPLE LISTING SERVICE  
• OVER 6,000 LISTINGS • WE CAN HELP WITH FINANCING •

**(707) 552-4206 FAX: (707) 552-4296**

Off 780 Between Vallejo and Benicia  
Take Glen Cove Exit and Follow Signs to Glen Cove Marina  
2024 Glen Cove Road, Vallejo, CA 94591  
CLOSED TUESDAYS AND THURSDAYS

## KERMIT PARKER YACHT BROKERAGE

**(415) 456-1860**

San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901

### SELECTED SAIL BROKERAGE

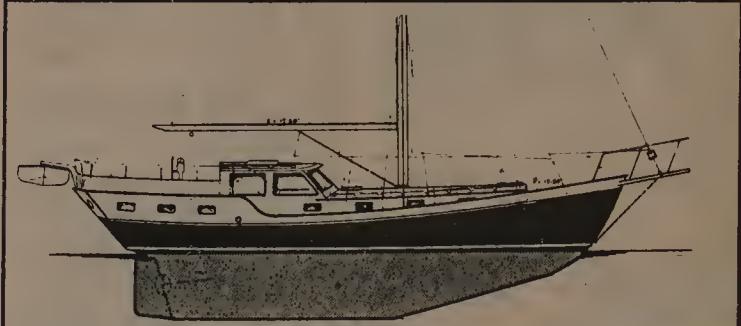
|                              |               |                                 |                 |
|------------------------------|---------------|---------------------------------|-----------------|
| 23' BEAR 23, HULL #3 .....   | \$4,500       | 38' FARALLONE .....             | (3) From 29,900 |
| 24 MARTIN Full Race .....    | 7,200         | 38' YAWL .....                  | 39,000          |
| 24' C&C .....                | 9,990         | 39' FREYA .....                 | 79,000          |
| 25' FRISCO FLYER .....       | 8,200         | 40' CAMPER NICHOLSON .....      | 110,000         |
| 25' CORONADO .....           | 7,500         | 40' CAULKINS .....              | 65,000          |
| 25' CAL .....                | 8,000         | 41' CT, full cruise .....       | 84,500          |
| 25' OLSON .....              | 18,500        | 41' NEWPORT .....               | 59,950          |
| 26' BEAGLE .....             | 8,500         | 42' WESTSAIL .....              | 114,900         |
| 26' PEARSON 1977 .....       | OFFERS        | 44' CSY Cutter .....            | 125,000         |
| 26' PACIFIC CLIPPER .....    | 12,500        | 44' RHODES Sloop .....          | 55,000          |
| 26' S-2 w/Itrailer .....     | 18,500        | 43' CHEOY LEE M/S .....         | 148,000         |
| 27' VEGA .....               | OFFERS        | 44' HARDIN Ketch .....          | OFFERS          |
| 27' CATALINA 27 .....        | 3 from 9,000  | 45' LANCER P/S .....            | 125,000         |
| 27' CAL 2-27 .....           | 17,500        | 45' STEPHENS .....              | 42,900          |
| 27' CHEOY LEE Offshore ..... | 19,995        | 46' GARDEN KETCH .....          | 89,500          |
| 28' CAL, 1967 .....          | 13,500        | 50' CHINESE Junk, livabrd ..... | OFFERS          |
| 28' HERRESHOFF .....         | 2 from 22,000 | 55' SWEDE .....                 | 89,950          |
| 29' COLUMBIA .....           | 2 from 15,500 | 58' SLOOP "Pali" .....          | 150,000         |
| 29' CAL 2-29 .....           | 26,000        | 58' HERRESHOFF, F/G .....       | 135,000         |
| 29' ELITE .....              | 38,500        | 60' "JONATHAN SWIFT" .....      | 120,000         |
| 30' CHEOY LEE Ketch .....    | 20,000        | 62' CUTTER "CLOVER" .....       | 150,000         |
| 30' WM GARDEN dbl endr ..... | 22,000        | 65' SLOCUM SPRAY .....          | 97,000          |
| 30' ERICSON .....            | 2 from 17,900 | 72' STEEL KETCH .....           | 195,000         |

### SELECTED POWER BROKERAGE

|                                  |         |                                  |               |
|----------------------------------|---------|----------------------------------|---------------|
| 30' KNARR .....                  | 12,500  | 30' CRUISER .....                | 69,500        |
| 30' PACIFIC .....                | 10,400  | 30' SEARAY, Loaded .....         | 55,000        |
| 30' SANTANA 30-30 .....          | 38,500  | 34' CLASSIC, Diesel .....        | 29,900        |
| 30' SPIDSGATTER .....            | 35,000  | 36' CHRIS CRAFT .....            | 2 from 19,900 |
| 31' MARINER Ketch .....          | 29,000  | 36' GRAND BANKS .....            | 59,500        |
| 31' COLUMBIA 9.6 .....           | 30,500  | 38' SPORTFISHER .....            | 59,900        |
| 32' ARIES .....                  | 48,500  | 40' LAKE UNION CLASSIC .....     | 48,000        |
| 32' CHEOY LEE M/S .....          | 55,000  | 42' CHRIS CRAFT .....            | 89,900        |
| 32' WESTSAIL .....               | 56,000  | 42' GRAND BANKS .....            | 175,000       |
| 34' ANGLEMAN Ketch .....         | 47,500  | 43' STEPHENS, Tri cbn, dsl ..... | 48,000        |
| 34' YAWL, Cruiser .....          | 16,000  | 48' DUTCH BARGE .....            | 64,900        |
| 35' JASON 35 .....               | 49,950  | 51' HACKERCRAFT restrd .....     | INQUIRE       |
| 35' YAWL, TERE .....             | 52,750  | 57' TRAWLER .....                | 149,900       |
| 36' ISLANDER FREEPORT .....      | 78,000  | 57' CHRIS CRAFT .....            | 169,000       |
| 37' RANGER .....                 | 42,500  | 61' CHRIS CRAFT .....            | 225,000       |
| 37' FISHER M/S .....             | 115,000 | 70' KALLIS — Classic .....       | 189,500       |
| 37' CROCKER Ketch, Classic ..... | 20,000  |                                  |               |
| 37' GARDEN KTCN Teak .....       | 67,500  |                                  |               |

Limited Free Berthing Available

## HORIZON 44 / ROUND BILGE



Fully Loaded. Sailaway with fully battened main, propane stove, 9 cu. foot fridge and freezer, dual station steering, large aft cabin, double sink, heater, VHF, Radar, Loran, depth sounder, log, anchor, 12 volt windlass, winches and much more.

Price \$150,000

We will also custom build to your plans.

Get steel for safety and durability.

**HORIZON 64 MOTORSAILER**  
For the more experienced yachtsman. Ideal for charter, liveaboard or simply offshore cruising in comfort. Sailaway \$560,000 Canadian.

Custom 33'-70' Yachts  
Please write for a brochure

## CUSTOM YACHTS

Box 236 • Sumas, WA 98295

## MARINE SURVEYORS, APPRAISERS & Marine Referral Services

Commercial & Private

Sail/Power & Systems

**SHERBURNE & ASSOCIATES**  
**Bruce J. Sherburne**  
Surveys, Valuations, Ins. Claims, Inspections  
Consultants & Vessel Deliveries

Fiberglass  
Wood

Office  
800-882-7124

Residence  
408-227-7662

FAX  
408-227-1221

Member: SAMS, ABYC, USPS, CSS

## STEEL for STRENGTH

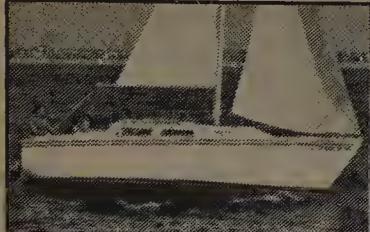
**FOLKES 39 STEEL CUTTER** inside steering, 34hp Yanmar, oft double berth, roised dinette, windlass, DS, KM, VHF, ond more ..... \$94,900.  
**F-417 P.H.** order this 41-ft John Simpson design now. Rounded chine ond ready to soil for only ..... \$129,900.

**BELLHARDEN**

New & Used  
Steel Yachts.

#9 Squalicum Mall, Bellingham, WA 98225 Fax (206) 647-9664 • 1-800-542-8812

## SELECTED BROKERAGE



**25' CATALINA** - Great family boat at great savings. 4 From \$9,500. Sistership

- \* 22' Catalina '70 ..... \$ 2,500
- \* 22' Catalina '76 ..... 4,500
- \* 22' O'Day, '86 ..... 10,900
- \* 22' SeaRay, '80 ..... 9,999
- \* 23' O'Day ..... 2,495
- 24' Neptune, '80 ..... 7,500
- 25' Catalina, '83 (4) ..... 9,500
- 25' Catalina, '82 ..... 12,500
- 25' Catalina, '82 ..... 9,500
- \* 26' Columbia, '70 ..... 6,995
- 26' Yankee, '74 ..... 17,000
- 27' Lancer, '83 ..... 27,500
- 28' Islander, '78 ..... 26,000
- 29' C&C, '79 ..... 28,995



SERVING SAILORS FOR 28 YEARS

## George Brokaw Yachts

And Ship Brokers, Inc.

We Sell Boats, and Build Friendships

(619) 223-5401

16 Years at 2608 Shelter Island Dr., San Diego, CA 92106



**52 CHEOY LEE** Ketch MS, '81. 120 hp Ts Fard Lehman, 3 stms. New: sail/air cond/wtrmkr/raft. AP, SatNav, radar/Loran. Poss. prop. trades/owner finance. \$315,000



**43 MASON '82**. Exceptionally well maintained and equipped. Health and purchase of a powerboat forces liquidation now! MOTIVATED - \$129,500.

### SAIL

| CALIFORNIA'S BEST CRUISER BUYS |         |
|--------------------------------|---------|
| 20' FLICKA, '79, new 9.9 o/b   | 27,000  |
| 23' STONE HORSE, extras        | 18,850  |
| 30' YANKEE, BB univ.           | 19,500  |
| 30' BABA '80, loaded!          | 66,500  |
| 31' RIVAL, '69, British crs    | 29,950  |
| 32' RHODES '80, FG, OSL        | 34,500  |
| 32' DOWNEAST, roomy            | OFFERS  |
| 35' ERICSON, DSL, best!!       | 29,900  |
| 35' ALBERG, full keel          | 29,900  |
| 36' MARINER '78, 1 owner       | 59,500  |
| 36' MAGELLAN, offshore crs     | 57,500  |
| 38' DOWNEAST, AP/Loran         | 69,500  |
| 38' HANS CHRISTIAN, Serious    | 87,900  |
| 39' LANDFALL, 3 stms           | 79,500  |
| 41' BOUNTY Yawl, bluewater     | OFFERS  |
| 43' RHODES MS, 3 stms          | 44,000  |
| 44' SEAWOLF, '79               | 89,950  |
| 44' HARDIN, every extra!!      | 124,900 |
| 45' GARDEN PORPOISE            | 89,500  |
| 48' CHEOY LEE                  | 159,500 |
| 48' CT '77, 3 stms, 2 from     | 169,000 |
| 49' TRANSPAC, '86              | 175,000 |
| 54' CT '79, 4 stms, beautiful  | 189,000 |

DISPLAY SLIPS AVAILABLE — OUR BOATS ARE SELLING

San Diego  
955 Harbor Isl Dr.  
Suite 150  
San Diego, CA  
92101  
(619) 543-1316  
Fax: 6192972440



San Francisco Bay  
3300 Powell St.  
Suite 8  
Emeryville, CA  
94608  
(415) 652-2109  
Fax: 4156581635

**32' VISION** - Hunter's newest breakthrough boat. Only brokerage one we know of. Asking \$57,900. Sistership.

- 30' Catalina, '78 ..... \$ 22,400
- 32' Vision, '89 ..... 57,900
- 32' Pearson, '80 ..... 35,000
- 33' Hunter, '82 ..... 29,995
- 34' Catalina, '87 ..... 57,500
- 34' Hunter, '83 ..... 51,500
- 35' Coronado, '77 ..... 28,999
- 36' Catalina, '86 ..... 57,900
- 37' Hunter, '84 ..... 59,900

\*Incredible Savings on These Special Purchase Dealer Maintained Boats



Richmond  
(415) 232-7999

Serving Sailors for 28 Years



**34' IRWIN**. Beautiful interior, diesel, wheel. Real clean boat. Only \$39,500.



**36' ISLANDER**, 1978. Immaculate ... has to be one of the best 36's on the Bay. Must see! \$57,500.



**43' AMPHITRITE**. A proven world class cruiser. At our docks. \$182,000.



**44' CSY**. Built strong and comfortable for the charter trade. Well equipped for you. \$125,000.



**35' COOPER Sun deck**. Fast and comfortable with twin 260hp. Asking \$95,000.



**47' CELERE**. Gorgeous, well built world class cruiser — smartly designed, spacious, equipped. Asking \$345,000.



**48' CAMARGUE 48**, 1988. Beautiful boat, essentially new. Loaded with gear, o/c, radar, etc. Must be sold. \$255,000.



**36' CLIMAX by Delta**, 1988. Commercially licensed. Fast — real fast, a trophy fisherman's dream. \$79,000.

### POWER

|                                     |                |
|-------------------------------------|----------------|
| 47' CELESTE, At Our Docks           | ....., 345,000 |
| 44' CSY, Cutter                     | ..... 125,000  |
| 41' NEWPORT, '79, Ketch             | ..... 57,000   |
| 41' ISLANDER FREEPORT, '78, Ketch   | .... 85,000    |
| 40' CHEOY LEE, '66, KETCH           | ..... 55,000   |
| 40' CAL-JEN, '69, Cruiser/racer     | ..... 39,000   |
| 38' CATALINA, '84 Cruiser/Racer     | ..... 55,000   |
| 38' MORGAN, '85                     | ..... 82,000   |
| 37' RANGER, '73, IMS Racer/Cruiser  | ... 41,000     |
| 36' ISLANDER, '78, S.F. Bay Classic | .... 51,000    |
| 36' ISLANDER, '69                   | ..... 40,000   |
| 36' PEARSON, '76                    | ..... 78,000   |
| 34' IRWIN, '80, Citation,           | ..... 39,500   |
| 34' ISLANDER '78                    | ..... 29,000   |
| 33' CAL, '73, new diesel, epoxy     | ..... 27,000   |
| 32' WESTSAIL, '78, ctr, great shape | .... 41,000    |
| 29' COLUMBIA, '78, diesel           | ..... 24,000   |
| 25' CATALINA, '83                   | ..... 9,000    |

\* Brokerage Specials — All Offers Considered!  
These Boots Must Be Sold!

### BROKERAGE SPECIALS

#### POWER

|                               |               |
|-------------------------------|---------------|
| 42' GRAND BANKS, '81, Trawler | ..... 175,000 |
| 42' GOLDEN STR., '87, Trawler | ..... 155,000 |

|                              |               |
|------------------------------|---------------|
| * 40' GIBSON, '78, Houseboat | ..... Coll    |
| * 39' SEA RAY EXPRESS, '88   | ..... 155,000 |

38' BAYLINER, '88, Convertible ..... 135,000

36' DELTA, '83, Sport fish comm. lic. .... 79,000

\* 35' COOPER, '88, Sun Deck ..... 95,000

32' BAYLINER '87, 3270 conv. ..... 55,000

32' CARVER, '88, Sedon ..... 110,000

30' COOPER, '88, Sun Deck ..... 77,000

30' COOPER, '87, Sedon/Conv. ..... 90,000

30' SEA RAY, '78, Fly Bridge ..... 39,000

\* 27' EXPRESS, '87, ..... Coll

25' BAYLINER, '88, Sedon ..... 25,000

24' Larsen, '88, Sedon ..... 24,000

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,500

35' COOPER 10M SUNDECK, '88 ..... 95,000

32' BAYLINER, Twin V-8'S ..... 55,000

24' LARSEN, '88, V-8 Merc 1/0 ..... 24,5

# "REGARDLESS V"

1982 43' CHEOY LEE  
MOTORSAILER



A one-owner boat with very little use. Perfect condition with pages of miscellaneous cruising gear. New aluminum spars and sails with roller furling. Boat is perfect for Bay use, liveaboard or Canada/Mexico cruising. Asking \$170,000.

**ALLEN & KEEFE**

400 Harbor Dr., Suite "B", Sausalito, CA 94965  
**(415) 332-7955**

# "GREY GHOST"



## 38' ALUMINUM LONG-DISTANCE SLOOP

Built under Lloyd supervision  
to A.B.S. approved plans.  
Atlantic and Pacific veteran.

Record holder Guadalupe Island Race,  
11 days, 15 hours, San Francisco to Kauai.  
Autopilot, Brooks & Gatehouse, Windvane.  
Ready for 1990 race to Hawaii or  
cruise to Pacific Northwest.

\$128,000.00

**David Hamilton • (805) 969-9342**

## AFFORDABLE STEVE'S BOATS



**27' CATALINA**  
Loaded - \$15,800

**30 LANCER C&C**  
Dsl Auxiliary - \$29,995

### REPO'S • LIQUIDATIONS • SEIZURES

Also Specilazing in Quality Brokerage Boats, E-Z Financing.

Tell Us What Your Looking For.

Located in Pete's Harbor, Redwood City

**(415) 369-4FUN**



### LANI-KAI "ROYAL SPIRIT OF THE SEA"

45' "CORE TEN" anti-corrosive "STEEL HULL KETCH". EPOXY PAINTED, FLUSH DECK, OAK & MAHOGANY INTERIOR, 60HP MERCEDES DSL, YANMAR DSL GEN., SHOWER, FULL SAIL INVENTORY. DOCUMENTED FISHERY OR COASTWISE CHARTER; RADAR, LORAN, VHF, SIDEBOARD ANTENNA, 70 GAL FUEL, 150 WTR. MANY EXTRAS, EXTREMELY SEAWORTHY & SOLID, JUST COMPLETED 4 YEARS SAILING THROUGH ALASKA LOCATED HAWAII, READY FOR SO. PAC. REPLACEMENT COST WOULD BE THREE TIMES THE \$87,500 PRICE. (808) 245-3116

## BAY BRIDGE YACHTS

QUALITY LISTINGS NEEDED

|     |                |      |      |    |           |   |
|-----|----------------|------|------|----|-----------|---|
| 22' | MERIT          | SL   | 1984 | OB | \$ 9,500  | • |
| 24' | YANKEE DOLPHIN | SL   | 1971 | OB | \$ 7,500  | • |
| 25' | CORONADO       | SL   | 1969 | OB | \$ 7,900  | • |
| 27' | CHRYSLER       | SL   | 1978 | OB | \$ 11,900 | • |
| 27' | CORONADO       | SL   | 1973 | OB | \$ 11,900 | • |
| 29' | CAL            | SL   | 1976 | SD | \$ 29,500 | • |
| 27' | ERICSON        | SL   | 1976 | OB | \$ 16,900 | • |
| 31' | COLUMBIA       | SL   | 1978 | SD | \$ 29,900 | • |
| 32' | ERICSON        | SL   | 1974 | SG | \$ 27,500 | • |
| 34' | CAL            | SL   | 1978 | SD | \$ 38,500 | • |
| 37' | TRI            | KTCH | 1978 | SD | \$ 22,900 | • |
| 40' | HUNTER         | SL   | 1985 | SD | \$ 84,500 | • |
| 41' | CT             | KTCH | 1976 | SD | \$ 85,000 | • |
| 45' | LANCER         | P/S  | 1983 | TD | \$132,000 | • |

Power Boats 24-ft to 60-ft, 18K to 250K

Oyster Cove Marina (415) 692-4169



## 45' MULL NZ

Gary Mull, eye pleasing, performance & cruising oriented design. N.Z. robust construction. Like new cond, professionally maintained. Swan-like quality/appearance; new main/cover, jib furling sys., convertible lazy jack sys., Navtec hyd., rod rigging, B&G Instr., 12 Barient winches, teak decks/interior, owner staterm aft, guest staterm forward, wine locker, shower, work bench, 2 pilot bunks, new Force 10 stove, refrigeration, pressure water, water heater, 72 gals dsl/120 gals H2O. SUPERB IMS & PHRF PERFORMER!

Call (408) 734-8371 Sausalito berth available

1070 Marina Village  
Parkway, Suite 100  
Alameda, CA 94501

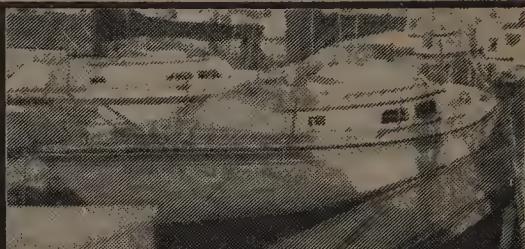
(415) 865-6151

FAX (415) 865-1220

FEATURING:  
THE BEST MAINTAINED  
USED CRUISING BOATS

# BILL GORMAN YACHTS

Sales: Jack Meagher  
Adam Sadeq



## 1980 C&C 30'

Wheel, diesel, dodger. 6'2" headroom.  
Asking \$34,500.

## 1977 HUNTER 30'

Wheel, diesel, Loran, autopilot.  
Asking \$17,000. (That's right!)

## 1983 NEWPORT 30' MKIII

Tiller, diesel, seven sails, wind instruments.  
Asking \$29,900.

**WE'RE HAVING A "THIRTY FOOT" SALE!**

PICK ONE AND BE READY TO SHOW-IT-OFF BY OPENING DAY



## 1974 ISLANDER 30' MKII

One sweet sailing boat! Tiller, gas, spinny,  
double settee interior. Asking \$21,500.

## 1979 S2 30' (9.2)

Center cockpit, aft cabin, new furled jib,  
wheel, diesel. Asking \$31,000.

## 1986 PEARSON 303

Brand new dodger & wind canvas. Recent  
survey, wheel, dsl, all lines aft. Asking \$46,900.

### BAY & COASTAL CRUISERS

|                     |        |
|---------------------|--------|
| 365 PEARSON         | 55,000 |
| • 36' HUNTER        | 44,750 |
| • 34' WYLIE         | 45,750 |
| • 34' ERICSON (T)   | 35,500 |
| • 32' ERICSON       | 29,500 |
| • 32' ELITE         | 49,000 |
| • 30' NEWPORT MKIII | 29,900 |
| • 30' S2 9.2C       | 31,000 |
| • 30' C & C         | 34,500 |
| • 30' HUNTER        | 17,000 |
| 30' RANGER          | 29,900 |
| 30' ISLANDER BAHAMA | 29,900 |
| • 30' ISLANDER MKII | 21,500 |

### BAY & COASTAL CRUISERS, Cont'd

|                            |           |
|----------------------------|-----------|
| • 30' PEARSON 303          | 46,900    |
| • 29' CAL                  | 21,950    |
| 29' ERICSON                | 27,500    |
| • 27' CONTEST              | 24,950    |
| <b>LIVEABOARD/CRUISERS</b> |           |
| • 47' PERRY                | \$129,500 |
| • 46' SEA STAR 46/PH       | 135,000   |
| • 45' COLUMBIA             | .89,000   |
| • 45' HUNTER               | 134,500   |
| 45' JEANNEAU               | 175,000   |
| 44' NORSEMAN 447           | 215,000   |
| • 43' ENDEAVOR             | 99,500    |

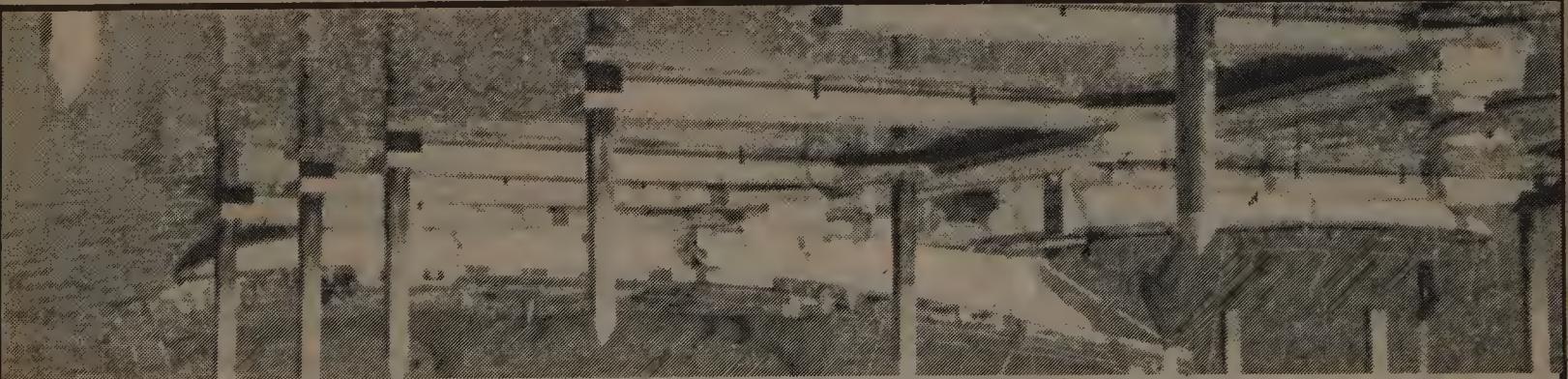
### LIVEABOARD/CRUISERS, Cont'd

|                      |         |
|----------------------|---------|
| • 43' YOUNG SUN      | 109,500 |
| 41' C&C              | 67,500  |
| 40' CHALLENGER       | 69,000  |
| • 38' ERICSON, 2 frm | 79,000  |
| • 37' CREALOCK       | 90,000  |
| • 36' LANCER         | 61,900  |
| • 36' COLUMBIA       | 39,500  |
| • 36' ISLANDER       | 49,500  |
| 35' C&C              | 82,950  |
| 35' CHALLENGER       | 39,500  |
| • 35' NIAGARA MKI    | 69,900  |
| • 32' ISLANDER       | 30,000  |

### LIVEABOARD/CRUISERS, Cont'd

|                            |           |
|----------------------------|-----------|
| • 28' BRISTOL CHANNEL CTTR | 52,000    |
| <b>POWER BOATS</b>         |           |
| 57' CHRIS CRAFT            | \$169,000 |
| • 45' ANGEL                | 236,000   |
| • 44' GULFSTAR             | 168,000   |
| • 43' HATTERAS             | 169,000   |
| • 42' TROJAN               | 62,500    |
| 42' GRAND BANKS            | 175,000   |
| 41' PT                     | 94,500    |
| • 35' CHRIS CRAFT          | 81,500    |
| • 32' EAGLE PH             | 63,500    |
| • 32' BAYLINER 3270        | 68,900    |
| 32' GRAND BANKS            | 52,500    |

### • AT OUR DOCKS



• High Traffic • Extensive Advertising • Knowledgeable Salesmen

Call us or come by . . . we both want the same thing: To get your boat sold!

Now that we have your attention . . . can we talk?

We've been turning mazinas upside down . . . looking for boats just like yours . . . to re-fill these slips.



# NAUTOR'S SWAN

## EXCLUSIVE DEALERS FOR NEW & USED NAUTOR'S SWAN

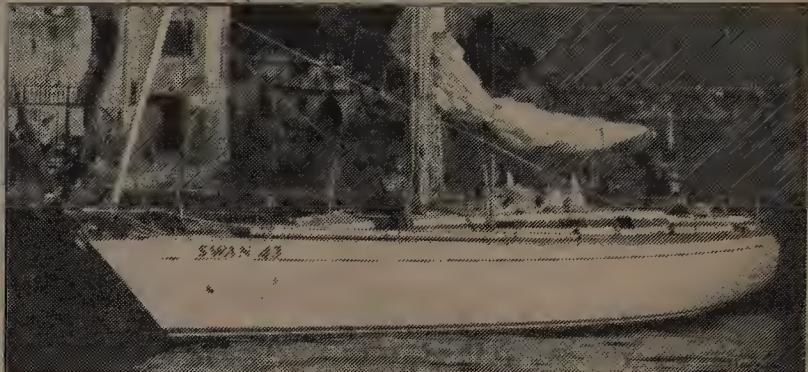
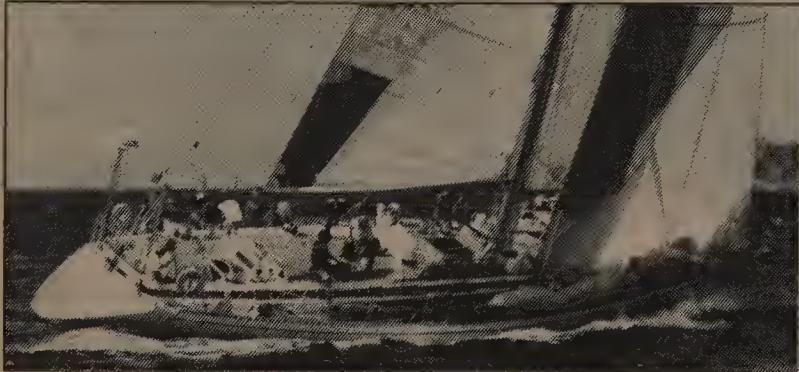
Illustrations shown may in some cases be sisterships. Particulars believed to be correct but not guaranteed. Subject to price change prior to sale, or withdrawal without notice.



George Steinemann — Broker

2507 West Coast Highway, #203  
Newport Beach, CA 92663

(714) 645-4600 • FAX (714) 645-7216  
(415) 332-0291 — Sausalito, CA



**SWAN 59 "MS BLU"** ('86). A superb Frers design in impeccable condition, this yacht has both a full racing and cruising sail inventory, and is equipped for world cruising. Racing gear includes Kevlar sails, full hydraulics, twin cross-linked grinders. Cruising amenities include full-batten main, generator, leather upholstery, extra fuel capacity. Tall rig, deep keel. \$1,050,000

**SWAN 43 "INFINITY"** ('86). The only one of these fast Holland designs available in California, with deep keel, second head, and both racing and cruising sails. First commissioned in 1987, this extremely well-equipped and detailed yacht has raced only once, and never sailed out of So. California. \$350,000



**SWAN 46 "TRUMPETER"** ('86). Winner of the 1987 Rolex Swan California Regatta, this tall rig Frers has a full, updated Kevlar inventory, as well as complete cruising sails. Also Loran, SatNav, SSB, Weatherfax, and radar. Having been used only 6 times for day sailing over the past two years, it has been constantly maintained and shows little use. So. California. \$525,000

**SWAN 391 "KATRINA"** ('85). This extremely clean, lightly used Ron Holland design features full B&G instruments, central diesel heating, Neco autopilot, and a full North cruising inventory. Under 400 engine hours, Reckmann furling, 4-function hydraulics, and refrigeration included. Located Alameda. \$240,000



**SWAN 46 "MILL REEF"** ('85). Kept under full cover since new, this tall rig, deep keel Frers masterpiece has never been raced, and has under 500 engine hours. Electronics include B&G 290 system, SatNav, Loran, VHF, SSB, autopilot, entertainment center. North

**SWAN 44 "JUNIE"** ('73). A popular Sparkman & Stephens design with light Koto-wood interior. Equipped with 14 sails, 4-way hydraulics, Loran, SatNav, refrigeration, and complete Signet instruments. Interior refurbished 1989, new 2-blade Max prop, and new bottom paint. Located So. California. \$140,000

# MILANO YACHTS

Office Hrs: 9-5

1535 Buena Vista Ave. Alameda, CA 94501  
(415)-523-7474

Closed Wed.



CS 36



C&C 40

## NEW LISTINGS

|     |                     |           |
|-----|---------------------|-----------|
| 57' | Chris Connie .....  | \$165,000 |
| 40' | C&C .....           | 95,000    |
| 36' | CS .....            | 75,000    |
| 36' | Morgan .....        | 59,500    |
| 32' | Ericson .....       | 26,000    |
| 32' | Freedom .....       | 78,500    |
| 32' | Islander .....      | 37,500    |
| 30' | San Juan .....      | 26,800    |
| 30' | Tarten .....        | 26,000    |
| 29' | Ericson .....       | 19,900    |
| 27' | Cheoy Lee O/S ..... | 24,000    |
| 26' | Bayliner .....      | 27,500    |
| 24' | Sea Ray .....       | 9,000     |

Call for our complete list of  
Brokerage Inventory.



Islander 32



Tarten 30

## QUALITY PERFORMANCE CRUISING BOATS

### FOR YOUR BOAT

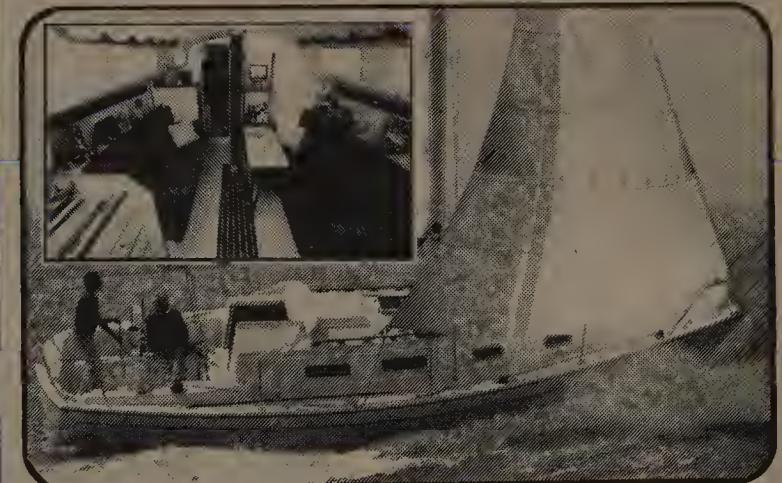
free  
catalog

- Fiberglassing Supplies
- Acrylic Cut-to-Size for Windows/Hatch Covers
- Vinyl Letters & Graphics

14 stores in Bay Area. Check Yellow Pages  
under PLASTICS for TAP store nearest you.

**TAP** PLASTICS

## MILANO YACHTS



"VENTURE"

The Pearson 303 is a really big boat in the 30' range that sails at low angles of heel with excellent sailing qualities. She is easily driven and can be handled by a couple or young family - an efficient boat for experienced or new sailors alike. Above deck, her cockpit is big, deep, and safe. Below, her wide beam and generous freeboard give exceptional interior space. New sails with a full battened main, new epoxy bottom cote, custom dodger, propane stove, wheel steering, and diesel engine she represents an exceptional value with true pride of ownership \$ 48,500



WE INSURE  
ALMOST  
EVERYTHING  
UNDER THE SUN.

For your complete  
Marine Insurance  
needs call:  
(415) 523-3435 or  
(800) 647-2025

**TEDRICK-HIGBEE**  
INSURANCE SERVICE  
P.O. Box 567  
Alameda, Ca. 94501-0007

FORTMAN MARINA 415-523-7474

# MARIN YACHT SALES, INC.



PERFORMANCE MOTORYACHT



MEMBER

LOWRIE  
YACHT HARBOR  
40 Pt. San Pedro Road  
San Rafael, CA 94901  
Phone: (415) 454-7595  
FAX: 415-454-2561

## 46-FT BERTRAM, 1975/88 CONVERTIBLE



Twin 475hp  
GM Turbo's,  
12KW  
Northern Lights,  
owners queen, plus  
two guests,  
air conditioned  
and loaded!

Asking  
\$240,000



### 31' CAL

1980 diesel sloop. Wheel, sleeps six, well outfitted from Barient to five bags of sails; very clean and well kept.  
Asking \$35,500.



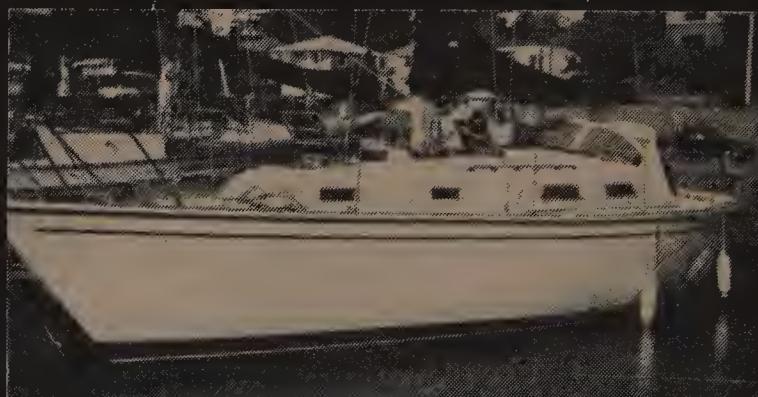
### 52' DeFEVER

Flush Deck Trawler. The true world traveler. Built of steel and powered by Cummins - holds 3,000 gal fuel, 1,000 gal water! She's ready if you are - if you're not, we have other Bay and Delta types for you. Asking \$225,000.



### PT 52

Motoryacht. With Twin 300 Cummins, generator, 2-3-4 state-rooms, two heads, two showers, delivered San Francisco. \$299,500.



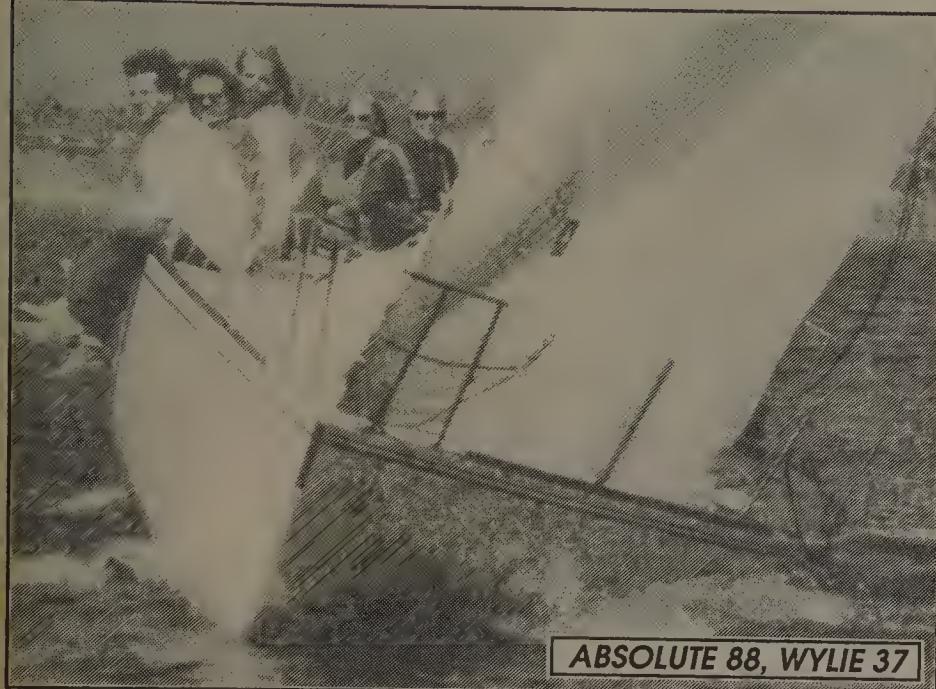
### 34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. Asking \$68,000.

# LARSEN SAILS

## SERVING NORTHERN CALIFORNIA SINCE 1970

PHOTO: YACHT IMAGES



ABSOLUTE 88, WYLIE 37

the #4, including the main, look like new. But more than holding up, they fit the boat well and are what I consider to be good, fast sails.

I would not hesitate to outfit any boat, racing or cruising, with Larsen sails, for they have the technical expertise to produce top-notch sails and really go out of their way to help.

February 14, 1990

Bob:

A number of years ago when jibs came with wire luffs and bronze hanks, a new concept was introduced, a rope luff that when tensioned, adjusted the draft depending on wind strength. I met Kurt Larsen, then working in his own small loft near his home. I explained that I wanted a sail modified to include a rope luff, Kurt thought about it for awhile and then said; "sure, we can get it to work."

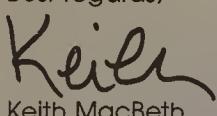
And through time I've worked with Larsen Sails on a number of projects and never had an experience of other than "sure we can".

So, when in June of 1988, we launched a new Wylie 37, it included a full set of Larsen sails. I had been contacted by several other lofts, all of whom have good sails, but I recalled the high degree of cooperation from previous Larsen contacts. Their very good price structure was not the only factor, I would have paid slightly more to be able to deal with knowledgeable sailmakers who go out of their way to be of assistance.

The boat has been sailed extensively, on Monterey Bay as well as the San Francisco Bay. After a year and a half of sailing in varying wind conditions, all the sails from the L-1 to

the #4, including the main, look like new. But more than holding up, they fit the boat well and are what I consider to be good, fast sails.

Best regards,

  
Keith MacBeth

### LARSEN METROPOLITAN MID-WINTERS RACE RESULTS

Saturday, Division II

- PHRF A  
Absolute 88
  - Ozone
  - J/29  
Advantage
  - PHRF B  
Mercedes
  - Anna Banana
- |          |                             |          |
|----------|-----------------------------|----------|
| 11 boats | • Merit 25<br>Shenanigan's  | 6 boats  |
| 1st      | • PHRF 1<br>Special Edition | 1st      |
| 3rd      | • J/24<br>How Rude          | 5 boats  |
| 9 boats  |                             | 1st      |
| 2nd      |                             | 26 boats |
| 12 boats |                             | 1st      |
| 1st      |                             |          |
| 2nd      |                             |          |

These were the only boats in each fleet with Larsen sails - good sailors, class victories and Larsen sails - the common denominator!

Dealers For: Headfoil, Musto, Harken,  
Dutchman, Stowboom



**Larsen Sails inc.**

Pt. Richmond

Bruce Powell  
(415) 237-3301

Santa Cruz

Bob White, David Hodges  
(408) 476-3009

Monterey

Jim Womble  
(408) 372-8666

Stockton/Delta

Pat Brown  
(209) 838-3285

Designed for Speed — Engineered for Durability

FAX 408-479-4275 FAX

# Nelson's Marine

The Boatowner's Boatyard

## COMPETITIVE BIDS IN WRITING

- Haulouts • Fiberglass Repair
- Complete Rigging, Repair, Installation
- Prop & Shaft Work • LPU Spray Painting
- Woodwork • Store on Premises
- Structural Repair • Do-It-Yourselfers
- Blister Repair with Warranty

## NELSON SPORTS

- Sports Photography
  - Video Documentation
- Phone: (415) 865-4048

Professionals with Integrity

*Nelson's Marine*

2229 Clement Avenue  
Alameda, CA 94501

(415) 536-5548

62251.0.0 8719482-46